

Staff Summary Report



Development Review Commission Date: 05/08/07

Agenda Item Number: 9

SUBJECT: Hold a public hearing for a Zoning Map Amendment, Planned Area Development Overlay, Preliminary Subdivision Plat, Use Permit and Development Plan Review for TEMPE TRANSIT SITE located at 1811 East Apache Boulevard.

DOCUMENT NAME: DRCr_TempeTransitSite_050807

PLANNED DEVELOPMENT (0406)

SUPPORTING DOCS: Yes

COMMENTS: Request for **TEMPE TRANSIT SITE (PL070099)** (City of Tempe, property owner; GDG Enterprises LLC, Daniel Tilton, applicant) for a mixed-use development including a 300 space Light Rail Park and Ride, residential apartments and retail located at 1811 East Apache Boulevard, in the GID, General Industrial District and CSS, Commercial Shopping and Service District and Transportation Overlay District, including the following:

ZON07002 – (Ordinance No. 2007.27) Zoning Map Amendment from GID, General Industrial District and CSS, Commercial Shopping and Service District to MU-4, Mixed-Use High Density District including the Transportation Overlay District on +/- 4.81 net acres.

PAD07008 – Planned Area Development Overlay for +/-759,387 s.f. of total building area.

SBD07009 – Preliminary Subdivision Plat for two (2) lots, totaling 4.81 acres.

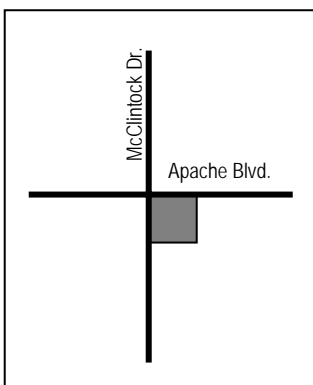
ZUP07030 – Use Permit request to reduce the required 60% ground floor use requirement in Section 5-606(C) Ground Floor Uses in Station Areas.

DPR07040 – Development Plan Review including site plan, building elevations and landscape plan.

PREPARED BY: Ryan Levesque, Senior Planner (480-858-2393)
REVIEWED BY: Lisa Collins, Planning Director (480-350-8989)
LEGAL REVIEW BY: Mary Wade, Assistant City Attorney (480-350-8612)

RECOMMENDATION: **Staff – Approval, subject to conditions (1 - 42).**
Apache Boulevard Project Area Committee – Approval

ADDITIONAL INFO:



Gross/Net site area	6.46/4.81 acres
Building area	+/-759,387 s.f.
Residential	407 dwelling units
Lot Coverage	63%
Building Height	70 ft.
Building setbacks	15' rear (south property line)
Landscape area	10%
Vehicle Parking	610 spaces + 310 Park & Ride (462 min. per TOD)
Bicycle Parking	100 spaces (411 min.)

A neighborhood meeting was held on February 28, 2007 for this application.

ATTACHMENTS:

1. List of Attachments
 - 2-4. Comments / Reasons for Approval
 - 5-11. Conditions of Approval
 - 11-12. History & Facts / Zoning & Development Code Reference
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- A. Ordinance No. 2007.27
 - B. Location Map
 - C. Aerial Photo
 - D. Letter of Explanation
 - E. Station Site Plan
 - F. Planned Area Development Overlay / Site Plan
 - G. Building Elevations
 - H. Floor Plans
 - I. Landscape Plan
 - J. Conceptual Grading and Drainage Plan
 - K. Letter from APAC
 - L. Neighborhood Meeting Summary

COMMENTS:

The applicant is requesting approval for a Zoning Map Amendment to MU-4, Mixed-Use High Density, a Planned Area Development Overlay, Use Permit to reduce the required ground floor retail at a station area, Subdivision plat, and a Development Plan Review. The project consists of a mixed-use building with proposed uses that include four floors of residential apartments with a mezzanine and ground floor commercial, all wrapped around a six story parking garage which includes a 300+ Park & Ride Facility for Light Rail transit patrons.

This site is located at the southeast corner of Apache Boulevard and McClintock Drive. Currently, the existing buildings are being utilized by contract workers for construction of the light rail alignment. The contract workers will be relocated. Directly south of the project site exists a Jiffy Lube and Ken's Auto repair, which have together one of their existing access drives located on the south portion of the development site. Located east and southeast of the site are existing mobile home parks which will maintain a shared access drive through this site. The project site includes the Traction Power Substation (power source for light rail), just east of the Apache Boulevard drive entrance. This component will remain on a separate lot, with the addition of one dedicated parking space and landscaping that will be maintained with the overall project.

The development includes approximately 12,500 square feet of commercial frontage near the intersection of Apache and McClintock Drive. The remainder of the site includes 395 apartment units and 12 carriage-style units at the eastern edge. This project also involves a collaborative effort by Valley Metro Rail and the City of Tempe to provide a 300+ Park & Ride Facility, including Kiss & Ride spaces for quick drop offs to access the Light Rail Station fronting this project. The park & ride spaces are primarily located at the southern portion of the parking garage. Access to the garage is provided along McClintock Drive and along Apache Boulevard through the commercial/residential garage portion. The park & ride garage then continues upward through five floors, separated from the remaining parking levels intended for residential use only. Access control will be provided for the residential parking area at the first level. The park & ride spaces within the first floor of the garage will have direct access to the street intersection through a lobby. The other park & ride floors exit by two elevators on to McClintock Drive through a lobby between the residential and commercial space. Kiss & ride spaces are designated at the surface parking spaces to the east. These pedestrians access the Light Rail Station through an additional stop light provided at the property's entry drive along Apache Boulevard.

Zoning Map Amendment / Planned Area Development Overlay

This project includes a request to change the existing zoning designations (GID, General Industrial District and CSS, Commercial Shopping and Service District) to MU-4 (PAD), Mixed-Use High Density with a Planned Area Development Overlay. This property is currently and will remain within the Transportation Overlay District as a 'station area' site. The General Plan 2030 Projected Land Use map designates this location as "Mixed Use", with the Projected Residential Density Map of "High Density, greater than 30 dwelling units per acre". The MU-4 zoning designation is consistent with the General Plan's land use and density maps. In the chart listed below are the general standards required by the TOD within station areas for this designation. The proposed MU-4 district has no specific standards. The PAD process will establish those standards which are suitable for the development. Noted in the chart are the proposed standards for the Tempe Transit Site:

TEMPE TRANSIT SITE Planned Area Development Overlay Standards	TOD Station Area	MU-4 (PAD)
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Site Area (net acres)		4.81
Residential Density (dwelling units per acre)		65 du/ac
Building Height Maximum		70 ft
Maximum Lot Coverage (% of net site area)		65%
Minimum Landscape Area (% of net site area)		10%
Front Setback (McClintock)		0 ft
Side Setback		0 ft
Rear Setback		0 ft
Street Side Setback (Apache)		0 ft
Parking Setback		0 ft
Maximum Street Setback	20 ft	20 ft
Ground Floor Use Standards Apply [Section 5-606]	Yes	Yes
Pedestrian Design Standards Apply [Section 5-612]	Yes	Yes
Bicycle Parking	411 (ZDC min.)	100

Use Permit

The Transportation Overlay District requires specific ground floor uses at station areas of at least sixty (60%) percent of the buildings ground floor street frontage. According to Section 5-607(B)(5), upon approval of a use permit, residential developments located on the ground floor may reduce this requirement where the market is unable to support the required 60% ground floor uses requirement. Previous site plans indicated additional dwelling units along Apache Boulevard. The applicant has since modified the design to relocate the office/clubhouse for the apartments on to the street frontage. Although this use is primarily intended for the residents, the clubhouse provides an office service component for future tenants. In addition, staff has stipulated that this space have the ability to be utilized for future commercial uses, thus providing 60% of ground floor uses along Apache. Staff has also recommended that the ground floor dwelling units that access directly on to the street have the opportunity for use as live/work units, with only one additional outside employee. Justification provided from the applicant indicates that this type of retail concept is new for Valley retailers, which prefer the standard shopping center configuration. This location provides high visibility from motorists traveling along the roadways, as well as a high-use pedestrian zone, which only encourage additional retail. With the conditions provided, staff recommends approval of the use permit.

Public Input

The Zoning and Development Code requires projects that propose a Zoning Map Amendment or a Planned Area Development Overlay must organize a neighborhood meeting regarding the proposal in order to facilitate dialogue with the adjacent community prior to public hearings. On February 28, 2007 at 6:00 p.m. the applicant held a neighborhood meeting at the Escalante Community Center. Property owners within a three hundred foot radius were notified, as well as neighborhood associations within six hundred feet of the subject site. Three people from the neighborhood attended this meeting. See attached summary of meeting provided by the applicant. No major concerns were provided from the public. Most comments were directed to the construction of the light rail. The applicant had also presented the project in earlier concept renderings to the Apache Boulevard Project Area Committee on February 12, 2007. Comments provided from the Committee were related to the amount of parking provided and required. Staff provided information that dedicated spaces for transit patrons only will be provided and the TOD provides additional reductions to the standard parking ratios. The Committee voted unanimously in favor of the project, a few abstentions. At this time, staff has not received any additional input from the public on this project.

REASONS FOR APPROVAL:

Zoning Map Amendment / Planned Area Development Overlay

1. The project meets the General Plan Projected Land Use and Projected Residential Density for this site.
2. The project is located within the Apache Boulevard Redevelopment Area, which encourages reinvestment in the area in order to build a more desirable neighborhood.
3. Integrating a public park & ride facility with both residential and retail uses will create a true mix of uses encouraged for transit-oriented development.

Preliminary Subdivision Plat

4. The proposed subdivision plat has access to a public street and meets the technical standards of the City Code, Chapter 30, Subdivisions, subject to conditions of approval.

Use Permit

5. Although this request does not have sufficient evidence that the market is unable to support the required 60% ground floor uses requirement for Section 5-606 of the Transportation Overlay District, the conditions of approval will provide future potential of additional commercial space and opportunities for ground floor live/work units.

Development Plan Review

6. This site is located directly across from a designated Light Rail Station area, which further enhances the integration of a park & ride facility with a pedestrian-oriented development that complies with the Transportation Overlay District design standards.

EACH NUMBERED ITEM IS A CONDITION OF APPROVAL. DEVELOPMENT REVIEW COMMISSION MAY MODIFY, DELETE OR ADD TO THESE CONDITIONS. THE BULLETED ITEMS REFER TO EXISTING CODE OR ORDINANCE REQUIREMENTS THAT PLANNING STAFF OBSERVES ARE PERTINENT TO YOUR CASE. THE BULLET ITEMS ARE INCLUDED TO ALERT THE DESIGN TEAM AND ASSIST IN OBTAINING A BUILDING PERMIT. THESE ITEMS ARE NOT AN EXHAUSTIVE LIST.

ZON07002 AND PAD07008
CONDITIONS OF APPROVAL:

1. A building permit shall be obtained and substantial construction commenced on or before May 31, 2009, or the property shall revert to the previous zoning designation through a formal public hearing at City Council.
2. The Planned Area Development Overlay for Tempe Transit Site shall be put into proper engineered format with appropriate signature blanks and kept on file with the City of Tempe's Development Services Department prior to issuance of building permits.
3. A Subdivision Plat is required for this development and shall be recorded prior to issuance of building permits.

ZUP07030
CONDITIONS OF APPROVAL:

4. The office/clubhouse located along the ground floor of the Apache Boulevard street side, shall have the ability to convert to a commercial use. This component shall be constructed for retail occupancy, pursuant to applicable Building Codes.
5. Ground floor units with direct access to the public street shall be available as live/work units with the exception that no more than one (1) employee who does not reside in the dwelling unit, may work for the benefit of the home. Live/work apartment units shall be defined within the Apartment Community's rules and regulations.

DPR07040
CONDITIONS OF APPROVAL:

6. Your drawings must be submitted to the Development Services Building Safety Division for the exterior structure building permit by **May 31, 2008** or Development Plan approval will expire.
7. An Encroachment Permit must be obtained from the Engineering Department for any structures that overhang into the right of way. The limitations of this encroachment include:
 - a. a minimum clear height distance of fourteen (14) feet for any upper level balconies, permanent structures or decorative architectural features of the building;
 - b. a minimum clear height distance of nine feet (9) feet between the sidewalk level and any overhead removable structure; and
 - c. any other requirements described by the encroachment permit or the building code.
8. A perpetual easement shall be dedicated for public use of the Park & Ride Facility, including all parking spaces designated for Light Rail use and associated bicycle racks.
9. Cross access easements shall be dedicated on the subdivision plat to allow use of the Park & Ride facilities and other adjacent sites. Dedicate a public ingress/egress easement to allow access from Apache Blvd. and McClintock Street to the Park & Ride structure and Kiss & Ride spaces, including access to the TPSS site on Lot 2 and the trailer park property to the southeast. Dedicate a pedestrian easement to allow public access through the northwest corner of the building and through the western

lobby entrance located between the retail space and dwelling units.

10. A landscape and maintenance agreement shall be established for Lot 2 of the subdivision plat. Lot 1 shall be responsible for maintenance of such landscape.
 11. A transit shelter easement shall be dedicated on the plat. Easement shall provide the minimum width requirements for a bus waiting area, for the purpose of public use, with final details to be resolved with the Public Works, Transit Division.
 12. Off site modifications to the existing site for Jiffy Lube shall require separate processing for approval at a staff review, subject to property owner's authorization. Complete this request prior to submittal of building permits for exterior portions of the building.
 13. A modified cross access easement shall be provided with adjacent lots along McClintock Drive for existing businesses Jiffy Lube and Ken's Auto, subject to property owner's authorization. If the existing cross access easement is maintained, a modified development plan shall be provided to accommodate this design change, subject to staff review. Modification shall be submitted to Development Services by May 24, 2007.
- Verify all comments by the Public Works Department, Development Services Department, and Fire Department given on the Preliminary Site Plan Reviews dated July 7 and December 13, 2006 and March 14, 2007. If questions arise related to specific comments, they should be directed to the appropriate department, and any necessary modifications coordinated with all concerned parties, prior to application for building permit. Construction Documents submitted to the Building Safety Department will be reviewed by planning staff to ensure consistency with this Design Review approval prior to issuance of building permits.
 - Under an agreement between the City of Tempe and the State of Arizona, Water Conservation Reports are required for landscape and domestic water use for this project. Have the landscape architect and the mechanical engineer prepare reports and submit them with the construction drawings during the building plan check process. Report example is contained in Office Procedure Directive # 59, available from Building Safety (480-350-8341). Contact Pete Smith of Water Resources (480-350-2668) if there are any questions regarding the purpose or content of the water conservation reports.
 - Provide emergency radio amplification for the building and parking garage, as required. Amplification will allow Police and Fire personnel to communicate in the buildings during a catastrophe. Contact Telecommunications (Stuart Snow 480-350-2930) to discuss the size and materials of the buildings, to verify radio amplification requirement, and determine the extent of construction to fulfill this condition.
 - The project site does not have an Archaeologically Sensitive designation. However, State and federal laws apply to the discovery of features or artifacts during site excavation (typically, the discovery of human or associated funerary remains). Where such a discovery is made, contact the Arizona State Historical Museum (520-621-6302) for removal and repatriation of the items. Contact the Tempe Historic Preservation Officer (Joe Nucci 480-350-8870) if questions regarding the process described in this condition.
 - Security Requirements (refer to Public Safety and Security Considerations report, dated March 15, 2007 and included in the Site Plan Review packet:
 - Design building entrance(s) to maximize visual surveillance of vicinity. Limit height of walls or landscape materials, and design columns or corners to discourage to opportunity for ambush opportunity. Distances of 20'-0" or greater, between a pedestrian path of travel and any hidden area allow for increased reaction time and safety.
 - Follow the design guidelines listed under appendix A of the Zoning and Development Code. In

particular, reference the CPTED principal listed under A-II Building Design Guidelines (C) as it relates to the location of pedestrian environments and places of concealment. To the greatest extent possible, follow the recommendations listed in Tempe Police Officer's report, published by Derek Pittam.

- The Owner is required to prepare a security plan for components of the project with the Police Department. The architect should be involved to verify any modification that would require design revisions. To avoid revisions to permitted construction documents, initial meetings with the Police Department regarding the security plan are recommended before building permits are issued. At a minimum, the Owner shall contact the Police Department to begin security plan process approximately eight weeks prior to receipt of certificate of occupancy.
- In conjunction with the security plan, Crime Free Multi-Housing status for this property may be considered.
- Specific requirements of the **Zoning and Development Code** are not listed as a condition of approval, but will apply to any application. To avoid unnecessary review time, and reduce the potential for multiple plan check submittals, it is necessary that the applicant be familiar with the Zoning and Development Code (ZDC), which can be accessed through www.tempe.gov/zoning, or purchased at Development Services. The property is located within the Transportation Overlay District Station Area. Refer to all requirements subject to this designation, pursuant to Part 5, Chapter 6, of the Zoning and Development Code.
- Standard Details:
 - Tempe Standard "T" details may be accessed through www.tempe.gov/engineering or purchased from the Engineering Division, Public Works Department.
 - Tempe Standard "DS" details for refuse enclosures may be accessed through www.tempe.gov or may be obtained at Development Services.

Site Plan

14. Provide a minimum of fourteen (14) feet of public sidewalk with six (6) foot zone located along the curb edge for trees, benches and other pedestrian-related amenities. The remaining eight (8) feet shall be clear of any obstructions for pedestrian travel.
15. Provide at least two (2) benches along Apache Boulevard for public use. Locate within the first six (6) feet of the street curb.
16. Provide upgraded paving at each driveway apron consisting of unit paving. Extend unit paving in the driveway from the back of the accessible public sidewalk bypass to twenty (20) feet on site and from curb to curb at the drive edges.
17. Minimum four (4) foot clear sidewalks shall be provided for interior pathways. Sidewalks adjacent to Kiss & Ride parking aisle to the north shall provide a minimum five (5) foot clear pathway. The clear pathway excludes any vehicle parking overhang (2 feet).
18. Provide an alternative paving material (such as unit pavers) for pedestrian access to all carriage unit entries. Minimum four (4) foot pathways shall connect from entries to the sidewalk to the west of the drive aisle, functioning as traffic calming devices near carriage units to avoid conflicts with pedestrians and vehicle traffic, subject to planning staff review. Parking spaces shall be revised to accommodate these pathways.
19. Utility equipment boxes for this development shall be finished in a neutral color (subject to utility provider approval) that compliments the coloring of the buildings.
20. If shade canopies are provided for parking areas:

- a. Provide fascia that is at least as deep as the canopy structure.
 - b. Design to be attractive when viewed from above. 75% light reflectance value shall also apply to the top of the canopy.
 - c. Relate canopy in color and architectural detailing to the buildings.
 - d. Detail canopy lighting as an integral part of the canopy.
 - e. Conceal lighting conduit to greatest extent possible in the folds of the canopy structure and finish conduit to match surroundings.
 - f. Canopies located on the top parking level shall be fully shielded from view from a horizontal plane.
- 100 year onsite retention required for this property, coordinate design with requirements of the Engineering Department.
 - Fire lanes need to be clearly defined. Ensure that there is at least a 20'-0" horizontal width, and a 14'-0" vertical clearance from the fire lane surface to the underside of tree canopies; or overhead structure, if allowed by Fire Department. Details of fire lane(s) are subject to approval of the Fire Department (Jim Walker 480-350-8341).
 - Underground all overhead utilities located on the property. Underground utilities requirement excludes high-voltage transmission line unless project inserts a structure under the transmission line. Coordinate site layout with Utility provider(s) to provide adequate access easement(s).
 - Clearly indicate property lines, the dimensional relation of the buildings to the property lines and the separation of the buildings from each other.
 - Verify location of any easements, or property restrictions, to ensure no conflict exists with the site layout or foundation design.
 - Refuse:
 - Construct walls, pad and bollards in conformance with Standard Detail DS-116.
 - Contact Sanitation staff (Ron Lopinski 480-350-8132) to verify that vehicle maneuvering and access to the enclosure is still adequate.
 - Develop strategy for recycling collection and pick-up from site with Ron Lopinski. Coordinate storage area for recycling containers with overall site and landscape layout.
 - Gates for refuse enclosure(s) are not required. If gates are provided, the property manager must arrange for gates to be open from 6:00am to 4:30pm on collection days.
 - Driveways:
 - Construct driveways in public right of way in conformance with Standard Detail T-320. Alternatively, the installation of driveways with return type curbs as indicated, similar to Standard Detail T-319, requires permission of Public Works/Traffic (Shelly Seyler 480-350-8219)
 - Correctly indicate clear vision triangles at both driveways on the site and landscape plans. Identify speed limits for adjacent streets at the site frontages. Begin sight triangle in driveways at point 15'-0" in back of face of curb. Consult "Corner Sight Distance" leaflet, available from Development Services Counter or from John Brusky in Transportation (480-350-8219) if needed. Do not locate site furnishings, screen walls or other visual obstructions over 2'-0" tall (except canopy trees are allowed) within each clear vision triangle.
 - Parking spaces:
 - Verify conformance of accessible vehicle parking to the Americans with Disabilities Act of 1990 (42 U.S.C.A. §12101 ET SEQ.) and the Code of Federal Regulations Implementing the Act (28 C.F.R., Part 36, Appendix A, Sections 4.1 and 4.6). Refer to Standard Detail T-360 for parking layout and accessible parking signs.

- At parking areas, provide demarcated accessible aisle for disabled parking.
- Distribute required bike parking for general use near retail space, located within the first six (6) feet from the street curb. Provide parking loop/rack per standard detail T-578. Provide 2'-0" by 6'-0" individual bicycle parking spaces. One loop may be used to separate two bike parking spaces. Provide clearance between bike spaces and adjacent walkway to allow bike maneuvering in and out of space without interfering with pedestrians, landscape materials or vehicles nearby.

Floor Plans

21. Exit Security:

- a. Provide visual surveillance by means of fire-rated glazing assemblies from stair towers into adjacent circulation spaces, including garage.
- b. In instances where an elevator or stair exit in the office or garage is within 21'-0" of an alcove, corner or other potential hiding place, position a refracting mirror to allow someone in the exit doorway to observe in the mirror the area around the corner or within the alcove that is adjacent to the doorway.

22. All garage parking spaces shall provide a minimum two (2) foot separation from any continuous structure located adjacent to a designated parking space, allowing for vehicle accessibility.

23. Garage Security:

- a. Minimize interior partitions or convert these to semi-opaque screens to inhibit hiding behind these features.
 - b. Paint interior wall and overhead surfaces in enclosed garage floor levels with a highly reflective white color, minimum LRV of 75 percent.
- Equipment service and exit doors (except to rarely accessed equipment rooms) shall provide a 6" square high strength plastic or laminated glass window centered and mounted at 63" from the bottom to the center of the glazing, unless otherwise modified by an acceptable alternative by Planning staff.

Building Elevations

24. The buildings façade shall provide a continuous ground face masonry unit material throughout the street façade elevations, not to exceed the second floor. Masonry pilaster elements shall maintain a minimum height at the third floor as shown on elevations. Pilasters shall be generally located in a consistent pattern as it relates to the pop-out elements above.

25. Applicant shall continue to work with staff regarding glass and masonry configuration located at northwest corner of the building.

26. Modify carriage unit elevations to include consistent materials found in main building's façade. Provide a matching masonry base along all four sides of carriage units and metal canopies at second floor.

27. Provide an eight (8) foot high masonry perimeter wall, matching material pattern consistent with building façade. At the south property line, adjacent to Jiffy lube site, provide a three (3) foot masonry wall with an additional three (3) feet of steel vertical pickets (6 feet total), secured from street access.

28. Provide main colors and materials with a light reflectance value of 75 percent or less. Specific colors and materials exhibited on the materials sample board are approved by planning staff. Submit any additions or modifications for review during building plan check process. Planning inspection staff will field verify colors and materials during the construction phase.

29. Provide secure roof access from the interior of the building. Do not expose roof access to public view.

30. Conceal roof drainage system within the interior of the building. Minimize visible, external features, such as overflows, and where needed design these to enhance the architecture of the building.

31. Incorporate lighting, address signs, incidental equipment attachments (alarm klaxons, security cameras, etc.) where exposed into the design of the building elevations so that the architecture is enhanced by these elements.
 32. Locate the electrical service entrance section (S.E.S.) inside the building or inside a secure yard that is concealed from public view.
 33. Exposed conduit, piping, etc. is not allowed unless a creative conduit surface design that compliments the architecture is reviewed and approved by the Development Review Commission.
- Measure height of buildings from top of curb along front of property (as defined by Zoning and Development Code).
 - If this building is taller than 50'-0", Staff recommends (does not require) a parapet system that would allow a cellular provider to incorporate and/or conceal antenna within the architecture of building, such that future installations may be accomplished with little modification.
 - Avoid upper/lower divided glazing panels in exterior windows at grade level, particularly where lower (reachable) glass panes of a divided pane glass curtain-wall system can be reached and broken for unauthorized entry. Do not propose landscaping or screen walls that conceal area around lower windows. If this mullion pattern is desired for aesthetic concerns, laminated glazing may be considered at these locations.

Lighting

34. Follow requirements of the Zoning and Development Code Part 4, Chapter 8, Lighting.
 35. Illuminate building entrances and underside of open stair landings from dusk to dawn to assist with visual surveillance at these locations.
- Follow the guidelines listed under appendix E "Photometric Plan" of the Zoning and Development Code.

Landscape

36. The developer shall relocate existing trees grates and locate within the first six (6) feet from the curb.
37. Irrigation:
 - a. Provide dedicated landscape water meter.
 - b. Enclose backflow prevention device in a lockable, pre-manufactured cage.
 - c. Provide pipe distribution system of buried rigid (polyvinylchloride), not flexible (polyethylene). Use of schedule 40 PVC mainline and class 315 PVC ½" feeder line is acceptable. Class 200 PVC feeder line may be used for sizes greater than ½" (if any). Provide details of water distribution system.
 - d. Locate valve controller in a vandal resistant housing.
 - e. Hardwire power source to controller (a receptacle connection is not allowed).
 - f. Controller valve wire conduit may be exposed if the controller remains in the mechanical yard.
 - g. Repair existing irrigation system (on site or in the adjacent public right of ways) where damaged by work of this project. Provide temporary irrigation to existing landscape for period of time that irrigation system is out of repair. Design irrigation so in frontages is irrigated as part of the reconfigured system at the conclusion of this construction.
38. Include requirement in site landscape work to de-compact soil in planting areas on site and in public right of way and remove construction debris from planting areas prior to landscape installation.
39. Top dress planting areas with a rock or decomposed granite application. Provide rock or decomposed

granite of 2" uniform thickness or less. Provide pre-emergence weed control application and do not underlay rock or decomposed granite application with plastic.

- Additional street trees are required along McClintock Drive in compliance with ZDC Section 4-703(A) and Section 5-612(R). Show and provide a clear sidewalk area of twenty-four (24) feet along the curb for boarding of buses.
- Prepare an existing plant inventory for the site and adjacent street frontages. The inventory may be prepared by the Landscape Architect or a plant salvage specialist. Note original locations and species of native and "protected" trees and other plants on site. Move, preserve in place, or demolish native or "protected" trees and plants per State of Arizona Agricultural Department standards. File Notice of Intent to Clear Land with the Agricultural Department (602-364-0935). Notice of Intent to Clear Land form is available at www.agriculture.state.az.us . Follow the link to "form", to "native plants", and to "notice intent to clear land".
- Indicate the location of all exterior light fixtures on the site, landscape (and photometric) plans. Avoid conflicts with lights in order to maintain illumination levels for exterior lighting.

Signage

40. Provide address sign(s) on the building elevation facing the street to which the property is identified.
- a. Conform to the following for building address signs:
 - 1) Provide street numbers only, not the street name
 - 2) Compose of 12" high, individual mount, metal reverse pan channel characters.
 - 3) Provide self-illuminated or dedicated light source.
 - 4) Coordinate address signs with trees, vines, or other landscaping, to avoid any potential visual obstruction.
 - 5) Adjust locations on building so sign is unobstructed by trees, vines, etc.
 - 6) Do not affix numbers or letters to the elevation that might be mistaken for the address.
 - b. Utility meters shall utilize a minimum 1" number height in accordance with the applicable electrical code and utility company standards.
- Obtain sign permit for any identification signs as well as for internally (halo) illuminated address signs. Directional signs (if proposed) may not require a sign permit, depending on size. Directional signs are subject to review by planning staff during plan check process.

HISTORY & FACTS:

February 22, 2005	Development Services Department Design Review Board staff approved a request for a new surface lot Park and Ride facility, located at 1365 South McClintock Drive in the GID, General Industrial Zoning District.
June 15, 2006	City Council authorizes a Settlement Agreement with Gray Development, regarding the Mondrian Development at Playa Del Norte.
July 7, 2006	Development Services provides Gray Development with Preliminary Site Plan Review comments for a site plan only submittal at 1811 East Apache Boulevard.
December 13, 2006	Development Services provides Gray Development with a 2 nd set of Preliminary Site Plan Review comments for a site plan only submittal at 1811 East Apache Boulevard.
February 12, 2007	Apache Boulevard Project Area Committee recommended acceptance of the site plan

as proposed.

February 28, 2007	Applicant holds a neighborhood meeting, as required by the Code.
March 1, 2007	City Council authorizes a Joint Development Agreement with the City, G.D.G. Partners LLC and Valley Metro Regional Public Transportation Authority, to redevelop the McClintock Park & Ride Site as a transit joint development project.
March 1, 2007	City Council authorizes a Development and Disposition Agreement with the City and G.D.G. Partners, LLC.
March 2, 2007	Formal application submitted by Gray Development for a Zoning Map Amendment, Planned Area Development Overlay, Subdivision Plat, Use Permit and Development Plan Review for the Tempe Transit Site at 1811 East Apache Boulevard.
March 14, 2007	Development Services provides Gray Development with Site Plan Review comments from a complete formal submittal.
April 24, 2007	Development Review Commission formally continued the request for TEMPE TRANSIT SITE to the May 8, 2007 public hearing. Hearing was postponed due to error by the East Valley Tribune's legal advertising, which was not legally advertised fifteen (15) days prior to the hearing date. All advertising was redelivered and posted.
May 1, 2007	Submittal received for building permits of parking structure component. (per DDA)

ZONING AND DEVELOPMENT CODE REFERENCE:

Section 6-304, Zoning Map Amendment
Section 6-305, Planned Area Development (PAD) Overlay districts
Section 6-306, Development Plan Review
Section 6-307, Subdivisions, Lot Splits and Adjustments
Section 6-308, Use Permit (including Section 5-607)

ORDINANCE NO. 2007.27

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, AMENDING THE CITY OF TEMPE ZONING MAP, PURSUANT TO THE PROVISIONS OF THE ZONING AND DEVELOPMENT CODE PART 2, CHAPTER 1, SECTION 2-106 AND 2-107, RELATING TO THE LOCATION AND BOUNDARIES OF DISTRICTS.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, as follows:

Section 1. That the Zoning Map of the City of Tempe, pursuant to the provisions of Zoning and Development Code, Part 2, Chapter 1, Section 2-106 and Section 2-107, is hereby amended by removing the below described property from the GID, General Industrial District and CSS, Commercial Shopping and Service District and designating it as MU-4 (PAD), Mixed-Use, High Density District with a Planned Area Development Overlay and within the (TOD) Transportation Overlay District on 4.81 acres.

LEGAL DESCRIPTION (SEE ATTACHMENT A1)

Section 2. Further, those conditions of approval imposed by the City Council as part of case activity **ZON07002** and **PAD07008** are hereby expressly incorporated into and adopted as part of this ordinance by this reference.

Section 3. Pursuant to City Charter, Section 2.12, ordinances are effective thirty (30) days after adoption.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, this _____ day of _____, 2007.

Mayor

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney

LEGAL DESCRIPTION

Parcel No. 1:

That portion of the Northwest quarter of the Southwest quarter of Section 24, Township 1 North, Range 4 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, described as follows:

Beginning at the point of intersection of the South right-of-way line of the Tempe-Mesa State Highway(Apache Trail), being 50.00 feet South of the North line of said Southwest quarter, with the West line of the Northwest quarter of the Southwest quarter of said Section 24;

Thence East, along the South right-of-way line of said highway, 271.00 feet;

Thence South, parallel with the West line of said Section 24, 208.70 feet to a point on the North line of the property described in document recorded in Book 397 of Deeds, page 361, Maricopa County Records;

Thence West, along the North line of the property conveyed in said deed, 271.00 feet to a point on the West line of said Section 24;

Thence North, along said West line, 208.70 feet to the point of beginning;

Except that portion conveyed to the City of Tempe, an Arizona municipal corporation, in Quit-Claim Deed recorded in Docket 7291, page 1, Maricopa County Records, described as follows:

Commencing at the Northwest corner of said Southwest quarter of Section 24;

Thence Southerly, along the West line of said Section 24, 50.00 feet;

Thence Easterly, along a line that is parallel with, and 50.00 feet South of, the North line of said Southwest quarter of Section 24, 50.00 feet to the point of beginning;

Thence continuing Easterly, along said line, 10.00 feet;

Thence Southwesterly, to a point on the East right-of-way line of McClintock Drive, which is 10.00 feet South of the point of beginning;

Thence Northerly, along the East right-of-way line of McClintock Drive, 10.00 feet to the point of beginning; and

Except that portion conveyed to the City of Tempe, an Arizona municipal corporation, in Quit-Claim Deeds recorded in Docket 15988, page 81, and Docket 15988, page 82 and Docket 15988, page 83, Maricopa County Records, described as follows:

Commencing at the Northwest corner of said Southwest quarter of Section 24;

Thence Southerly, along the West line of said Section 24, 50.00 feet;

Thence Easterly, along a line that is parallel with, and 50.00 feet South of, the North line of said Southwest quarter of Section 24, 50.00 feet to the point of beginning;

Thence continuing Easterly, along said parallel line, 20.00 feet;

Thence Southwesterly to an intersection with a line that is parallel with, and 50.00 feet East of, the West line of said Southwest quarter of Section 24, said intersection being 20.00 feet South of the point of beginning;

Thence Northerly, 20.00 feet to the point of beginning.

Parcel No. 2:

The North 600.00 feet of the West 490.40 feet of the Southwest quarter of Section 24, Township 1 North, Range 4 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona;

Except the North 258.70 feet of the West 271.00 feet; and Except the North 50.00 feet; and

Except the West 50.00 feet; and

Except commencing at the West quarter corner of said Section 24;

Thence South 00 degrees 04 minutes 31 seconds East, along the monument line of McClintock Drive, 600.00 feet;

Thence North 89 degrees 56 minutes 20 seconds East, 50.00 feet to the existing right-of-way line of McClintock Drive and the point of beginning;

Thence North 00 degrees 04 minutes 31 seconds West, along the existing East right-of-way line of McClintock Drive, 150.00 feet;

Thence North 89 degrees 56 minutes 20 seconds East, 290.00 feet; Thence South 00 degrees 04 minutes 31 seconds East, 150.00 feet;

Thence South 89 degrees 56 minutes 20 seconds West, 290.00 feet to the point of beginning.

Parcel No. 3:

That Part of the Northwest quarter of the Southwest quarter of Section 24, Township 1 North, Range 4 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, described as follows:

Commencing at the West quarter corner of said Section 24, said point being the intersection of Apache Boulevard and McClintock;

Thence North 89 degrees 56 minutes 54 seconds East, along the East-West mid-section line of said Section 24 and the centerline of Apache Boulevard, 490.40 feet;

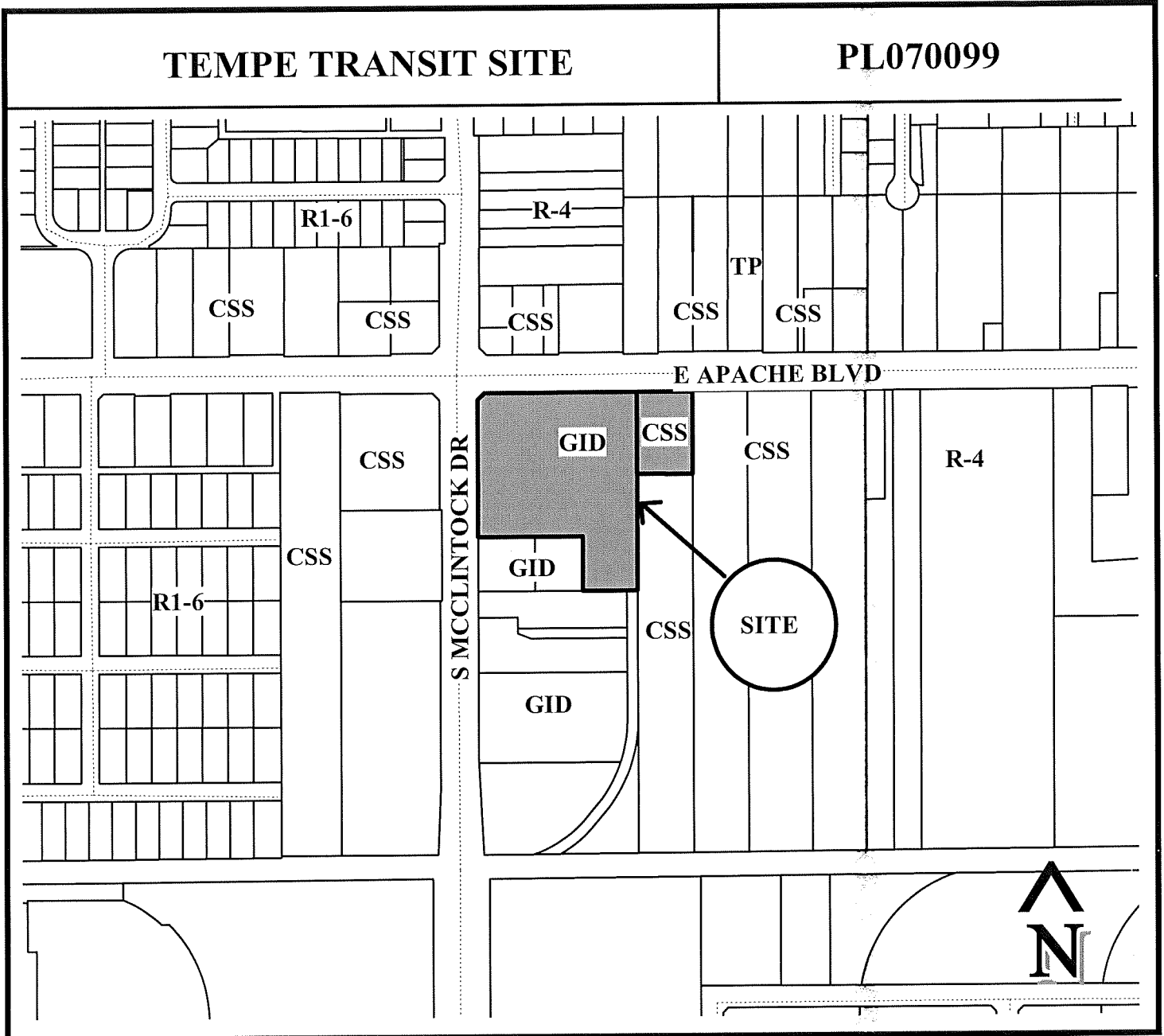
Thence South 00 degrees 04 minutes 13 seconds East, 55.00 feet to a point on the existing(2005) right-of-way line of Apache Boulevard and the point of beginning.

Thence North 89 degrees 56 minutes 54 seconds East, along said right-of-way line, 153.00 feet;

Thence South 00 degrees 00 minutes 32 seconds East, 193.98 feet;

Thence North 89 degrees 36 minutes 08 seconds West, 152.80 feet;

Thence North 00 degrees 04 minutes 13 seconds West, 192.78 feet to the point of beginning.



Request



TEMPE TRANSIT SITE (PL070099)

Name: **Tempe Transit Center Mixed Use Project**
 Gray Development Group
 Phoenix, Arizona

Address: SE corner of Apache Blvd and McClintock
 Tempe, Arizona
 APN: 133-04-001C
 133-04-001J
 133-04-010A

Description of Work:

Gray Development's proposed Tempe Transit Project, is a new 407 unit apartment complex with 12,500 SF of street level retail, all of which wrap around a six level pre cast concrete parking structure. The apartment component of this mixed use project will be 4 floors in height; the first three levels are stacked flats, and the 4th level are loft apartments with mezzanines. All units in the 4 level building will be elevator served, with full ADA compliance.

Consistent with the City of Tempe's General Plan 2030, this project is in the heart of the Apache Boulevard Redevelopment Area. This project will replace a run down one story industrial building, with a vibrant and active urban mixed use project, that will be the catalyst for the revitalization of this area.. In addition, the retail components of this project will be directly across the median of Apache Boulevard from the new Light Rail Station, which will stimulate a more interesting and safer pedestrian environment than currently exists.

The apartment and retail portions of the project will be wood framed, Type V Construction, fully sprinkled. The project also includes 12 carriage apartment units, which consist of private 2 car garages, under a two story tall apartment unit, served by internal stairs, but not elevator served. The exterior buildings finishes will be both painted stucco and exposed concrete masonry units (CMU), with aluminum windows and storefronts..

This project includes a total of 980 parking spaces, of which 300 of these spaces are exclusively reserved for Park and Ride customers to serve the new Light Rail platform adjacent to this property, which will open in December 2008. These 300 dedicated spaces are served by six levels of the parking garage, with a separate elevator that leads to a first level secured lobby that exits out to the street. 659 of the parking spaces are reserved for the apartment residents, and 21 are reserved for the retail customers.

MAR 8 2007

Site Development:

A total of 77 of the proposed 980 parking spaces are surface parking spaces, located on the east and southeast sides of the property, and 24 spaces are private spaces in the carriage units.

On site water retention for a 100 year, One Hour event, approximately 29,466 CF of retention is provided in underground corrugated metal pipes, that will be buried under the surface parking spaces on the east and southeast sides of the property.

SRP is the serving power company, and they have proposed that all transformers for the apartment units, will be single phase power, and the transformers, main electrical switchgear and meter sections will be located inside the parking structure. Three phase power for a portion of the parking garage and the retail tenants will require pad mounted transformers near the perimeter of the property.

A new 8 inch water line will be looped through the property, from McClintock Road to Apache Boulevard, and will be tapped for both fire flow to fire risers and the domestic plumbing needs of the project.

The sewer connection for the project is proposed to be a new 12 inch sewer gravity feeding to the west, to a point of connection at an existing manhole in McClintock Road.

We are proposing a cross access easement with both Jiffy Lube and Ken's Auto Shop, which are the adjacent properties on the south boundary of this property. This will allow both businesses driveway access through our project, to get to the new signaled intersection on Apache Blvd. at the east end of this project. This signal is being installed as part of the current Light Rail Improvements. There will be an additional cross access easement with the trailer park immediately to the SE of this property, which will allow these residents to drive vehicles to this new signaled intersection on Apache Blvd.

Schedule:

This project is being submitted through the public hearing process as a single project, for Design Review and Entitlements. However, in order to meet the City of Tempe's schedule requirements for an operational parking structure for the 300 Transit Park and Ride spaces, Gray Development Group will be submitting the Construction Documents for the Parking Garage on May 1, 2007 for first Plan Review with the Building Safety Department. This submittal will include the parking structure, civil engineering and a portion of the landscape plans. The Apartments, retail and remaining site development components of this project are projected to be submitted as a separate set of documents for Plan Review, by mid July 2007. The parking structure is expected to be Substantially Complete by March 25, 2008.

Pursuant to Section 5-607(B)(5) of the Transportation Overlay Ordinance, Gray Development is seeking a use permit to reduce the retail component of its ground floor facades at its Tempe Transit project from sixty percent (60%) on each street façade of the structure to sixty percent (60%) along Apache Boulevard and fifty-one percent (51%) along McClintock Drive.

Tempe Transit is a unique development that will consist of a mix of uses inclusive of supporting the light rail system by dedicating three hundred (300)-parking stalls for the exclusive use of park-and-ride patrons. In addition, this development will provide a perpetual cross access easement through the site that will account for thirty-four percent (34%) of the total ground floor area supporting the success of the light rail and light rail substation five (5). Retrospectively, the Transportation Overlay District (TOD) does not require developments along station areas to require parking as a principle use in station areas and this unique development will exemplify ground floor uses that are not ordinarily permitted. As a result, Gray Development is providing three (3) land uses that will complement ground floor uses in the station area consisting of residential, commercial, and principle-use parking.

Along Apache Boulevard and McClintock Drive, the Tempe Transit project will include a substantial commercial component. Apache Boulevard will provide four hundred and seventy four (474) feet of building façade directly facing the light rail station and three hundred (300) linear feet will consist of permitted commercial uses that accounts for sixty-three percent (63%) of the ground floor use. Eighty-eight (88) feet of the commercial use will accommodate the leasing office and community center for the residential component. This office will be the central point of customer service for all prospective lessees and current residents as well as provide an established tenant.

It is evident that the pedestrian path of travel will be focused towards Apache Boulevard due to the proximity of the light rail substation and the two proposed cross walks to the platform. The Tempe Transit development will establish a neighborhood commercial component that will provide street frontage uses along Apache Boulevard that will complement the future substation on Apache Boulevard. Theoretically, light rail riders will gravitate to the Apache vicinity where future cross walks to the light rail substation will be located. Ground floor commercial uses as proposed will provide an interconnection of the future light rail and residential development. In addition, one hundred and seventy-four feet of residential uses will compliment the commercial use along the street frontage. Fifty percent (50%) of the resident's primary entrances will directly access the pedestrian walkway along Apache Boulevard.

As proposed, three hundred and twenty-six (326) feet of building frontage will be established along McClintock Drive, the Tempe Transit project has one hundred

and thirty-eight (138) feet of retail frontage with an additional thirty (30) feet wide entry for the park-and-ride garage carved into the façade. One hundred and fifty-eight (158) feet of residential frontage will encapsulate urban living with units adjacent to a major arterial road. Fifty percent (50%) of these units will have direct access to the pedestrian pathway along McClintock Drive. Thus, forty-two percent (42%) of the total frontage is devoted to permitted commercial uses, with an additional nine percent (9%) devoted to the transit-friendly park-and-ride entry. If the garage entry were to be excluded, then the façade would be reduced to two hundred and ninety-six (296) feet, and the retail component would make up almost forty-seven percent (47%) of the frontage.

As these calculations indicate, Tempe Transit has a strong commitment to retail street frontage, in addition to its commitment to the park-and-ride facility. Tempe Transit is unequivocally supportive of the success of light rail.

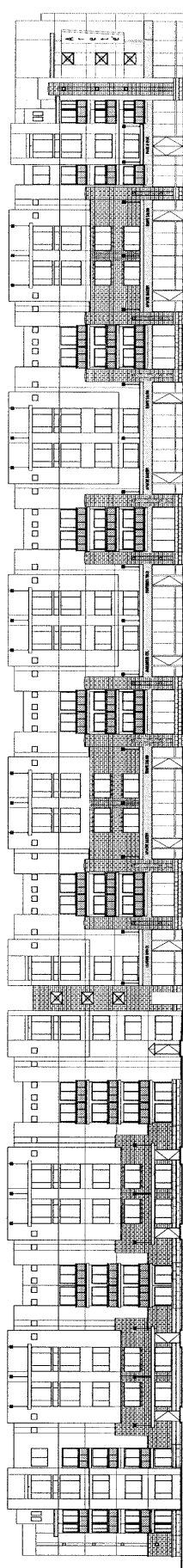
As well, the residential components of Tempe Transit will support light rail by encouraging the relationship with ground floor residential units that have street frontage and convenient access to the light rail station. Clearly, Gray Development's intent for future residents will be to maximize the use of the light rail with this specific site plan layout. Gray Development's forte is urban residential development, and we are confident that these street front residences will be embraced by the market. Indeed, our confidence about the success, both in relation to the project and in relation to the community, of these ground floor residential units is a key reason we are willing to forego the economic opportunities associated with that marginal amount of additional retail frontage.

Gray Development has an exclusive working relationship with the commercial real estate brokerage company of Grubb & Ellis | BRE Commercial, LLC. Grubb & Ellis | BRE Commercial, LLC currently is marketing the commercial retail space that has been planned and constructed at Gray's "GRIGIO" at Tempe Town Lake project. To date the space has not leased and the main reason for this is that urban residential development mixed with commercial uses is new not only to Tempe but to the entire metropolitan Phoenix market.

Traditionally, retailers in particular, rely heavily on easy access with street level parking for covenant shopping. Retailers will choose traditional locations with traditional parking layouts that are proven in our marketplace and they resist the newer urban parking formats because they have not yet been tried and tested in this market. Case in point is a retail tenant that toured Gray's GRIGIO commercial retail space and chose Tempe Marketplace next door. Their reason given was the easy access/parking and the traditional retail format of the project.

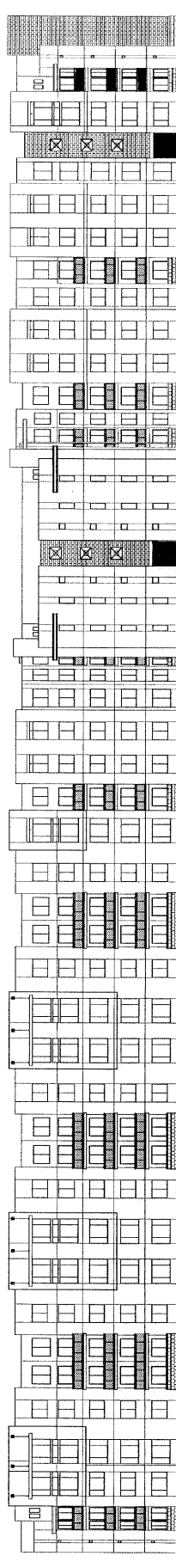
Grubb & Ellis | BRE Commercial, LLC is cooperating with the City of Tempe in information sharing to find ways to increase the activity level of new urban retail businesses in the many planned or under construction urban mixed use projects in Tempe. Susan Franchuk with the City of Tempe Retail Coordinator/Economic Development can testify to the challenges currently being faced at these types of projects such as GRIGIO, HAYDEN FERRY LAKESIDE, etc. Additionally, we also would like to invite you to contact our leasing broker, Mr. Cliff Johnston at Grubb & Ellis | BRE Commercial, LLC directly for his insight on the viability of urban retail at this point in time. Mr. Johnston can be reached at 602.224.4445.

Per the General Plan 2030, the Apache Boulevard corridor has several agendas. One is to become the centralized location for alternative nodes of transportation along with revitalizing a blemished neighborhood, and to redevelop with private developments. Tempe Transit development recognizes the intent of the general plan and TOD and meets the City criteria. In light of the overall investment dedicated to success of the light rail in the Tempe Transit project, we seek the City's support for a use permit to reduce our commercial frontage along McClintock Drive to fifty-one percent (51%) inclusive of the park and ride garage.



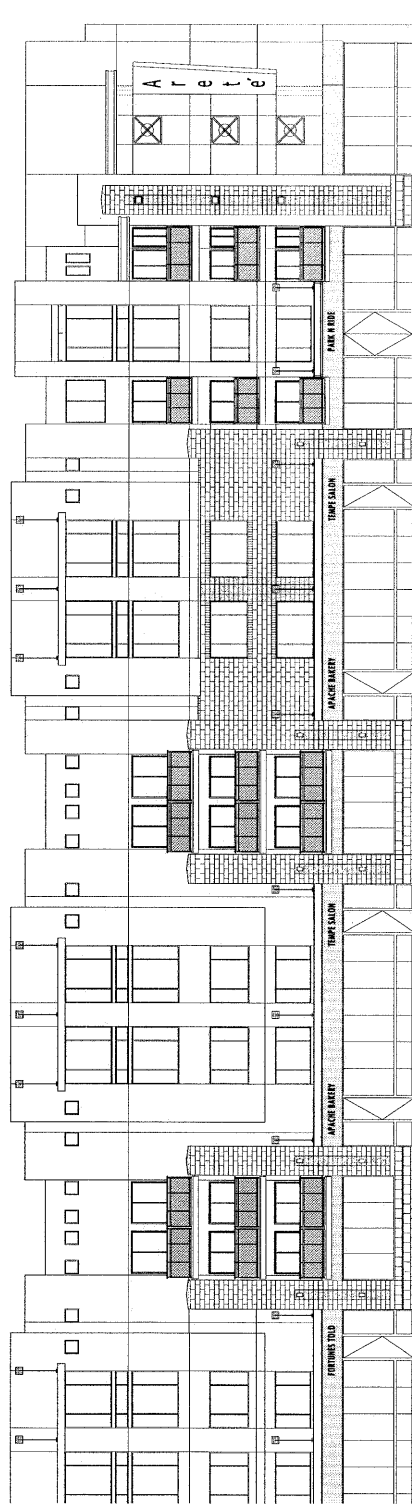
NORTH ELEVATION

1/8"=1'-0"



SOUTH ELEVATION

1/8"=1'-0"



PARTIAL NORTH ELEVATION

1/8"=1'-0"

NOTE:
REFER TO SHEET A220 FOR
BUILDING ELEVATION HEIGHTS.

MATERIALS & SURFACES:

STUCCO:

STUCCO: ACIENT COLOR (BAND FINISH)

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MASONRY:

2.5 X 8 X 16 THERMSTONE

GROUND FACE MASONRY UNIT

2.5 X 8 X 16 THERMSTONE

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GROUND FACE MASONRY UNIT

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DOWNSLOPE UNIT BUILDING

Date: 03.30.07
Revised:



LB Architecture Inc.
4115 North 15th Avenue
Phoenix, Arizona 85016
Phone: 602-268-6492

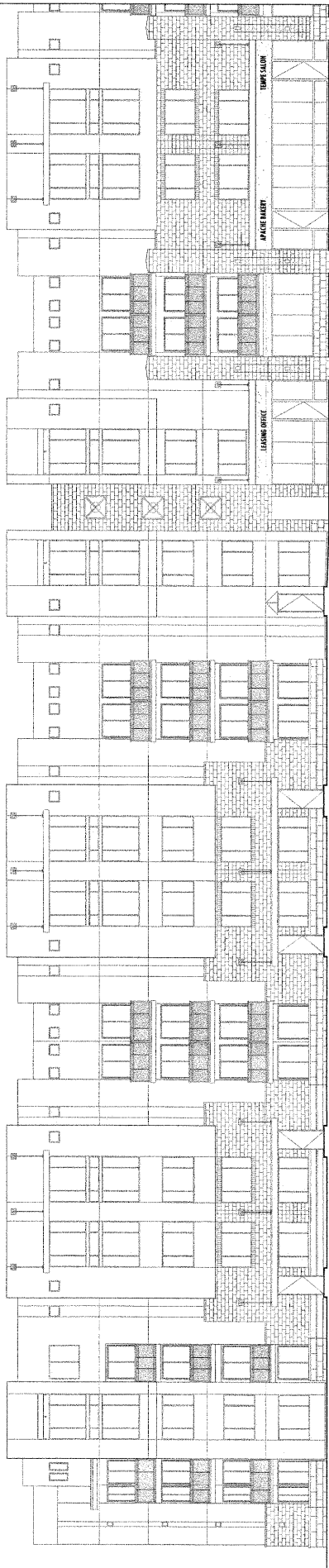
TEMPE TRANSIT SITE
SOUTHEAST CORNER OF APACHE AND MCCLINTOCK
another residential community by Gray Development Group

Gray Development Group
Suite 1050
2555 East Camelback Road
Phoenix, Arizona 85016
602.954.0109

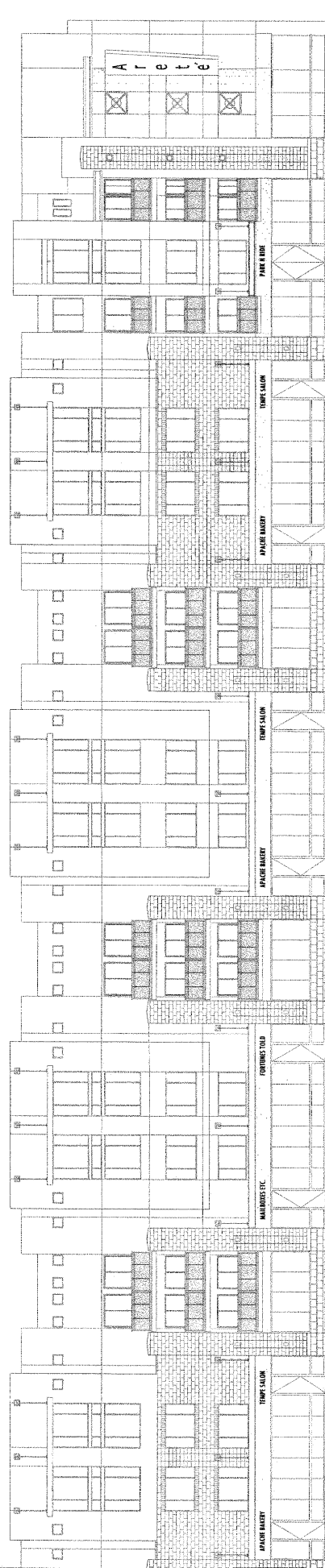


A2.21
BUILDING PLAN
NORTH & SOUTH ELEVATIONS

APR 10 2007



PARTIAL NORTH ELEVATION



PARTIAL NORTH ELEVATION



Gray Development Group
 2555 East Camelback Road
 Suite 1050
 Phoenix, Arizona 85016
 602.954.0109

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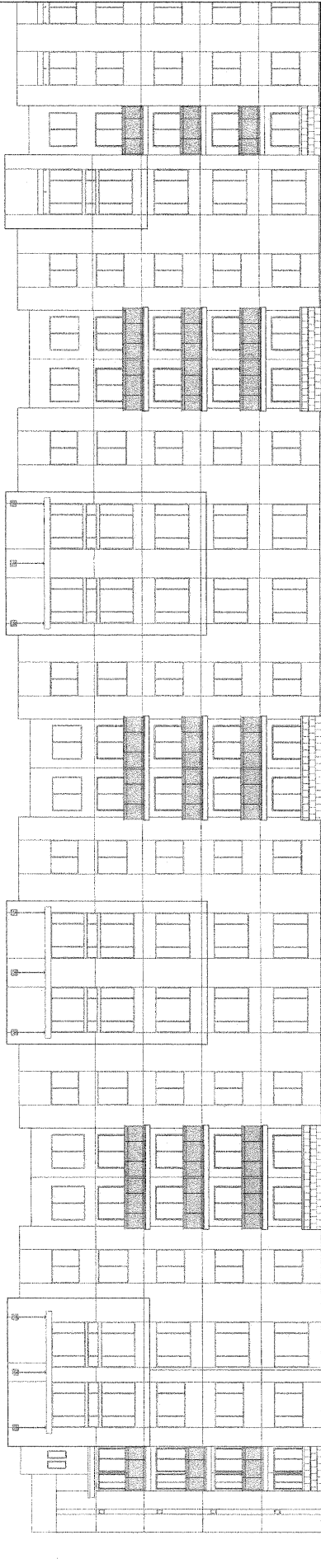


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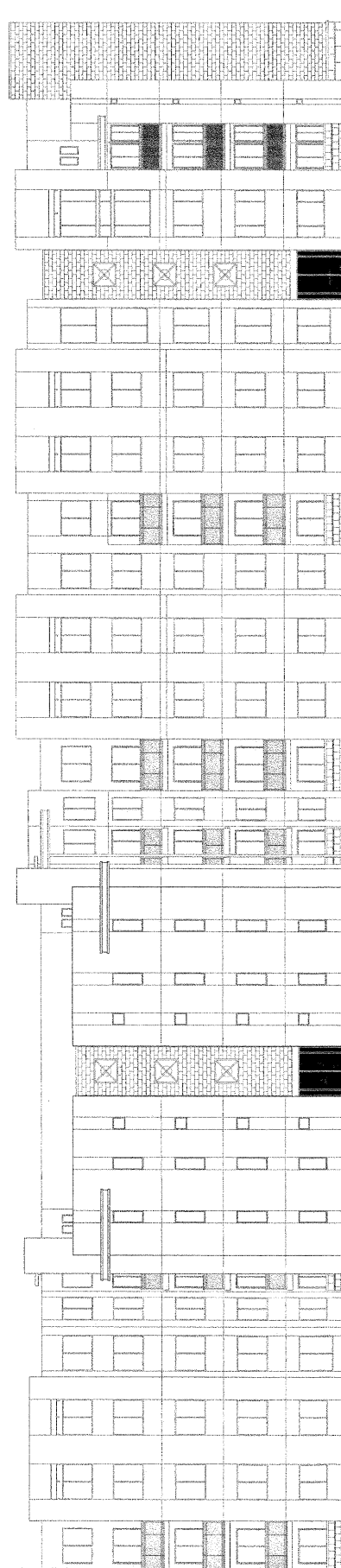
BUILDING PLAN
NORTH & SOUTH ELEVATIONS

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APR 10 2007



PARTIAL SOUTH ELEVATION



PARTIAL SOUTH ELEVATION



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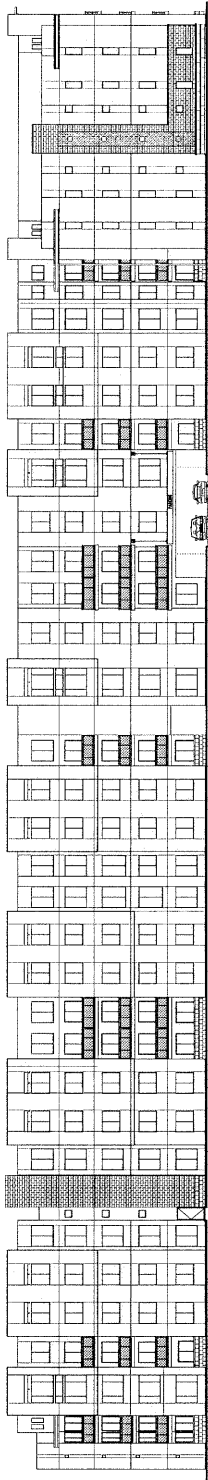


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 Revisions:

BUILDING PLAN
NORTH & SOUTH ELEVATIONS

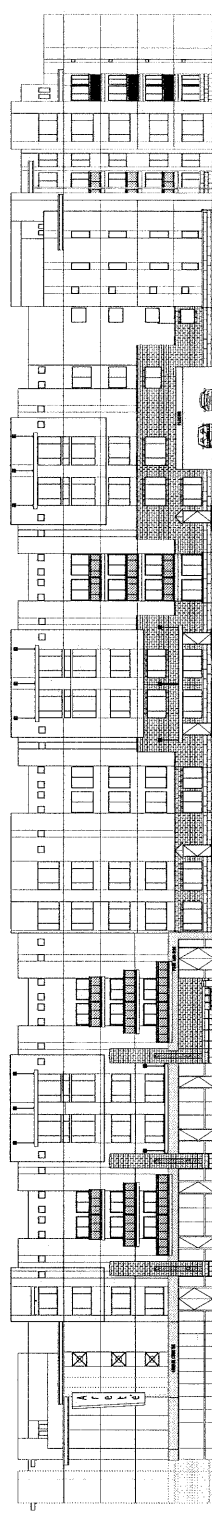
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APR 10 2007



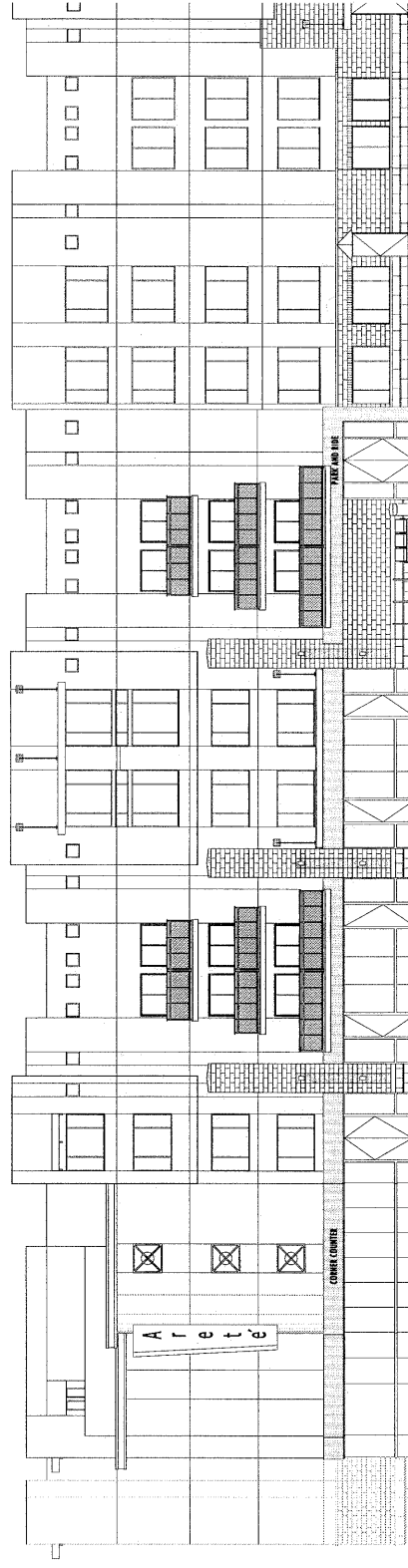
EAST ELEVATION

1/8"=1'-0"



WEST ELEVATION

1/8"=1'-0"



PARTIAL WEST ELEVATION

1/8"=1'-0"

MATERIALS & SURFACES :

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STUCCO: FINEST COLOUR (BAND FINISH)

FINISH: FINEST COLOUR (BAND FINISH)

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METAL(S): FINEST COLOUR (BAND FINISH)

TEMPE TRANSIT SITE
SOUTHEAST CORNER OF APACHE AND MCCLINTOCK
 another residential community by Gray Development Group

LB Architecture Inc.
 4115 North 15th Avenue
 Phoenix, Arizona 85016
 Phone: 602-268-6492



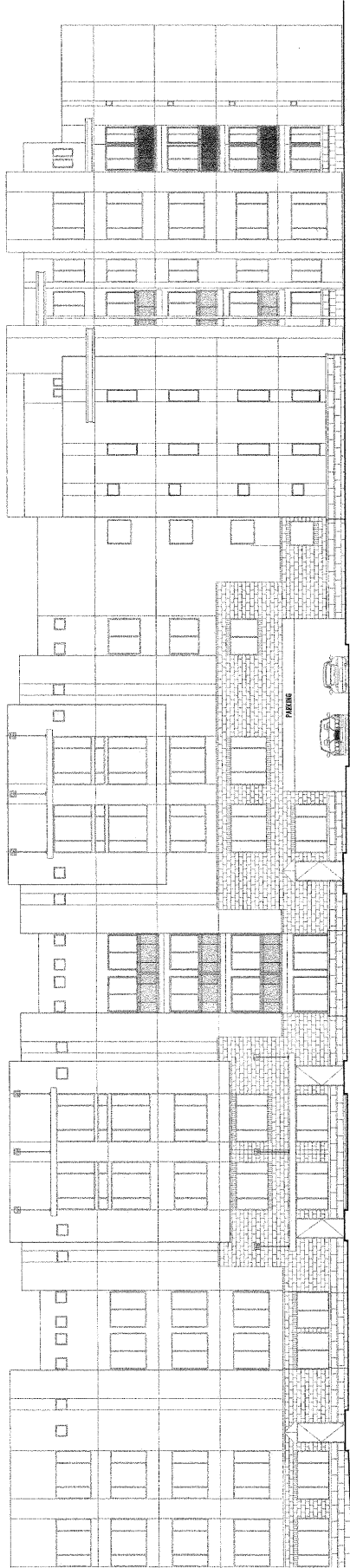
Date: 03/07
 By: [Signature]
 Title: [Signature]

A2.22
BUILDING PLAN
EAST & WEST ELEVATIONS

Gray Development Group
 Suite 1050
 2555 East Camelback Road
 Phoenix, Arizona 85016
 602-954-0109

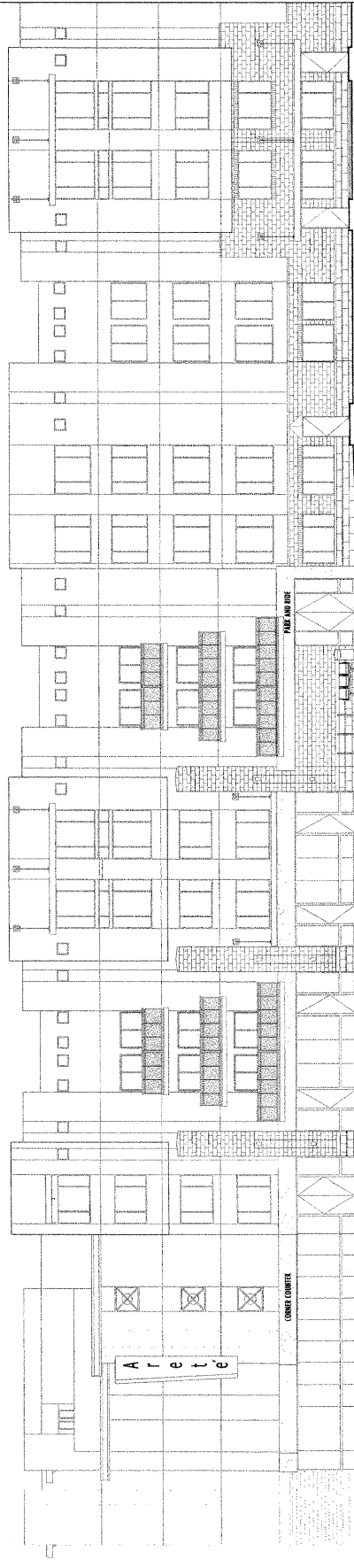


APR 10 2007



PARTIAL WEST ELEVATION

1/8" = 1'-0"



PARTIAL WEST ELEVATION

1/8" = 1'-0"



Gray Development Group
2555 East Camelback Road
Phoenix, Arizona 85016
Suite 1050
602.954.0109

TEMPE TRANSIT SITE
SOUTHEAST CORNER OF APACHE AND MCCLINTOCK
another residential community by Gray Development Group

LB Architecture Inc.
4115 North 15th Avenue
Phoenix, Arizona 85015
Phone 602-268-0492

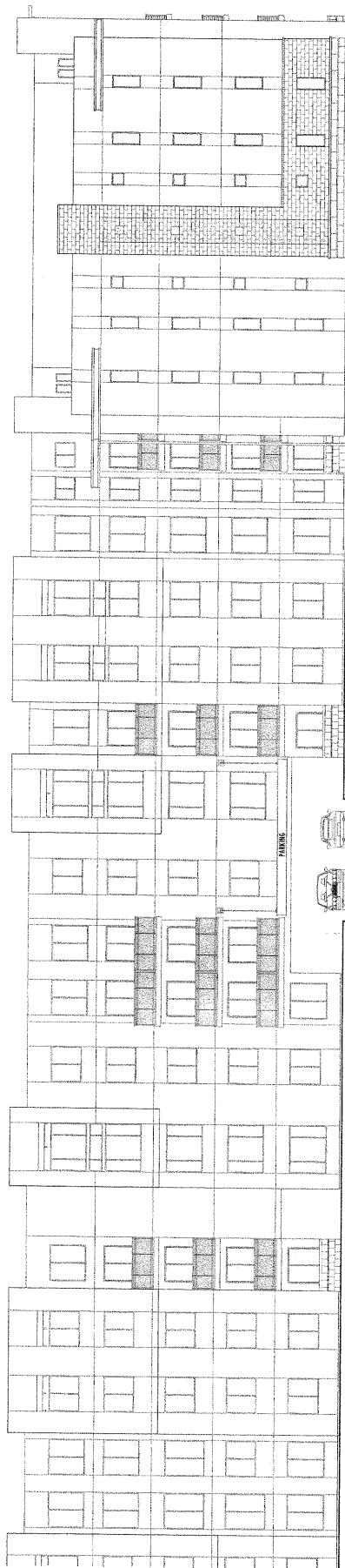


Date: 8/10/07
Revision:

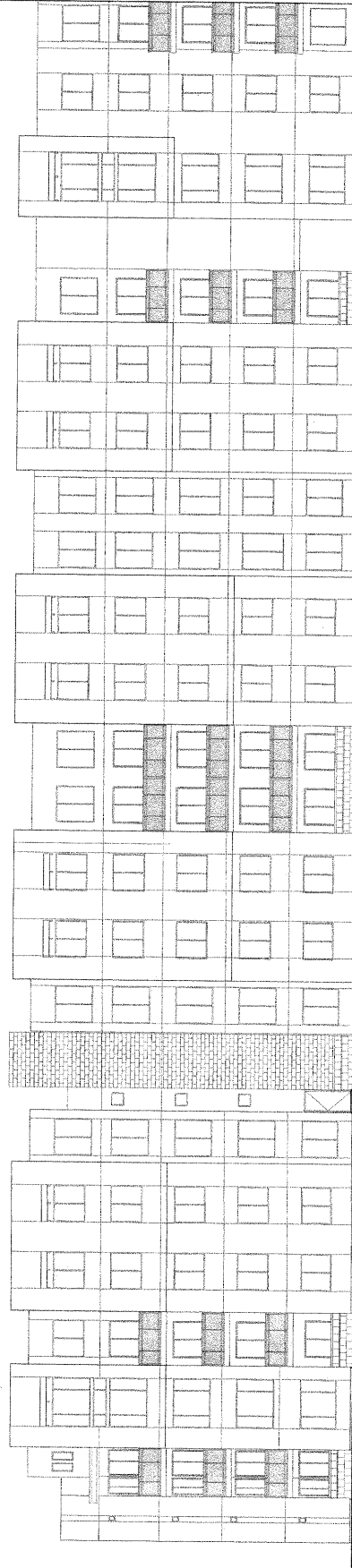
BUILDING PLAN
EAST & WEST ELEVATIONS

A2.22A

APR 10 2007



PARTIAL EAST ELEVATION



PARTIAL EAST ELEVATION



Gray Development Group
2535 East Camelback Road
Phoenix, Arizona 85016
Suite 1050
602.954.0109

TEMPE TRANSIT SITE
SOUTHEAST CORNER OF APACHE AND McCLINTOCK
another residential community by Gray Development Group

LB Architecture Inc.
4115 North 15th Avenue
Phoenix, Arizona 85015
Phone: 602-266-6492

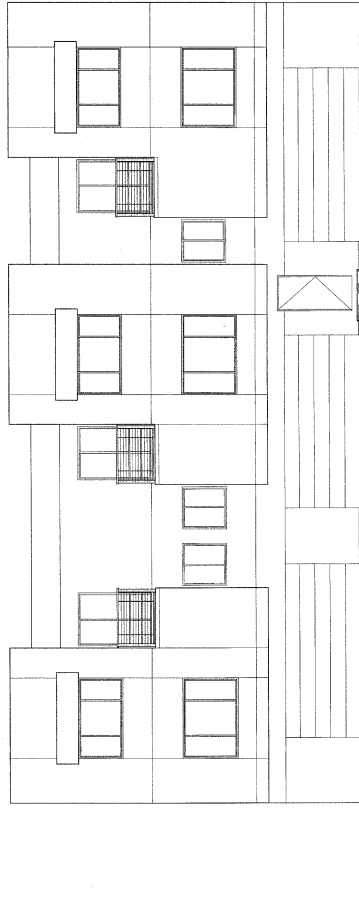


Date: 04.08.07
Revisions:

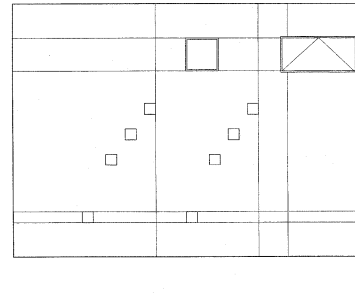
BUILDING PLAN
EAST & WEST ELEVATIONS

A2.22B

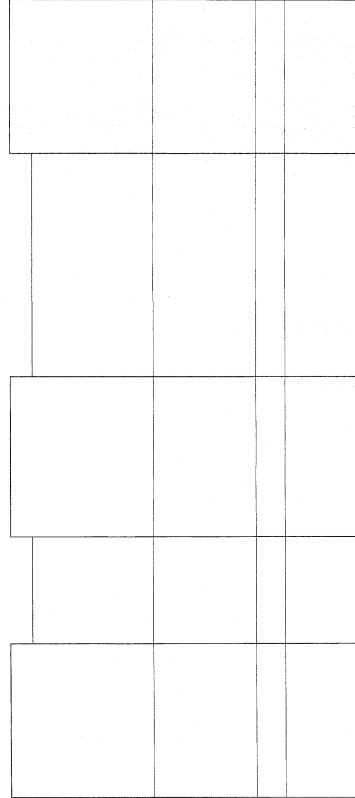
APR 10 2007



FRONT ELEVATION
3/16"=1'-0"



SIDE ELEVATIONS
3/16"=1'-0"



REAR ELEVATION
3/16"=1'-0"



Gray Development Group
2555 East Camelback Road
Phoenix, Arizona 85016
Suite 1050
602.554.0109

TEMPE TRANSIT SITE
SOUTHEAST CORNER OF APACHE AND MCCLINTOCK
another residential community by Gray Development Group

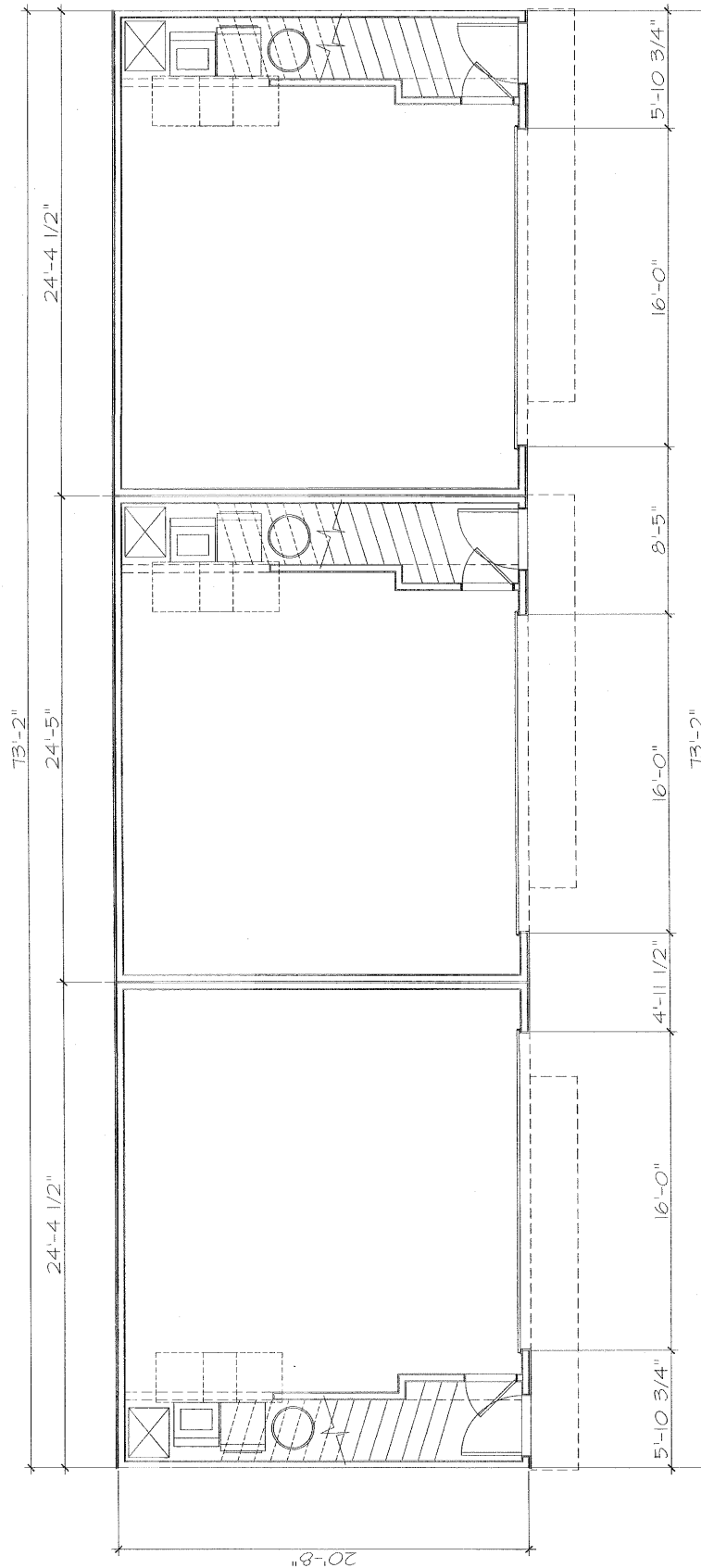
LB Architecture Inc.
4115 North 15th Avenue
Phoenix, Arizona 85015
Phone: 602-268-6482



Date: 08/01/07
Revisions:

PRELIMINARY BUILDING
ELEVATIONS

A2.23



CARRIAGE BUILDING - FIRST FLOOR



Gray Development Group
 Suite 1050
 2555 East Camelback Road
 Phoenix, Arizona 85016
 602.954.0109

TEMPE TRANSIT SITE
SOUTHEAST CORNER OF APACHE AND MCCLINTOCK
 another residential community by Gray Development Group

LB Architecture Inc.
 4116 North 15th Avenue
 Phoenix, Arizona 85015
 Phone: 602-288-6482

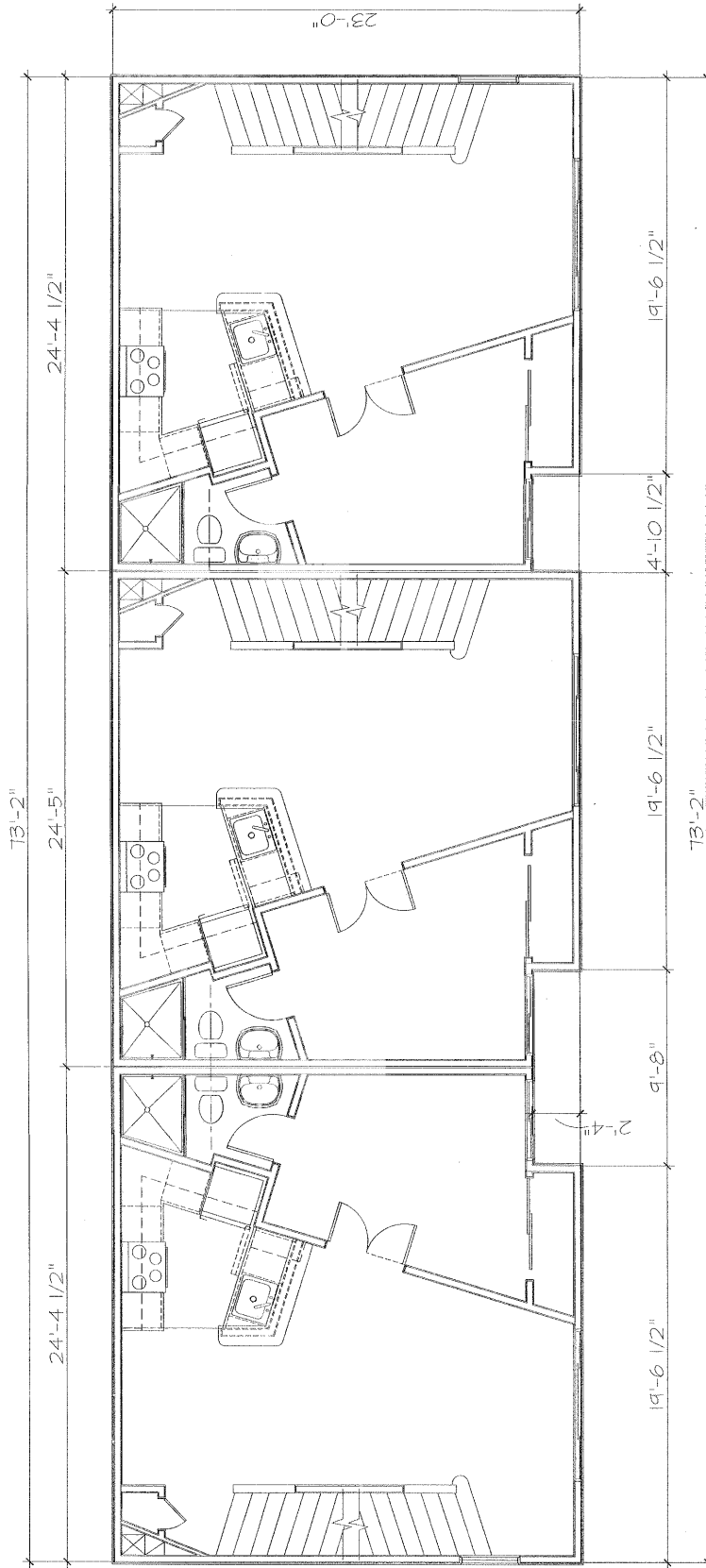


Date: 02.28.07
 Revisions:

CARRIAGE BUILDINGS
FIRST FLOOR PLAN

A2.17

MAR 8 2007



CARRIAGE BUILDING - SECOND FLOOR



Gray Development Group
 2555 East Camelback Road
 Phoenix, Arizona 85016
 Suite 1050
 602-954-0109

TEMPE TRANSIT SITE
SOUTHEAST CORNER OF APACHE AND MCCLINTOCK
 another residential community by Gray Development Group

LB Architecture Inc.
 4115 North 15th Avenue
 Phoenix, Arizona 85015
 Phone: 602-266-6492

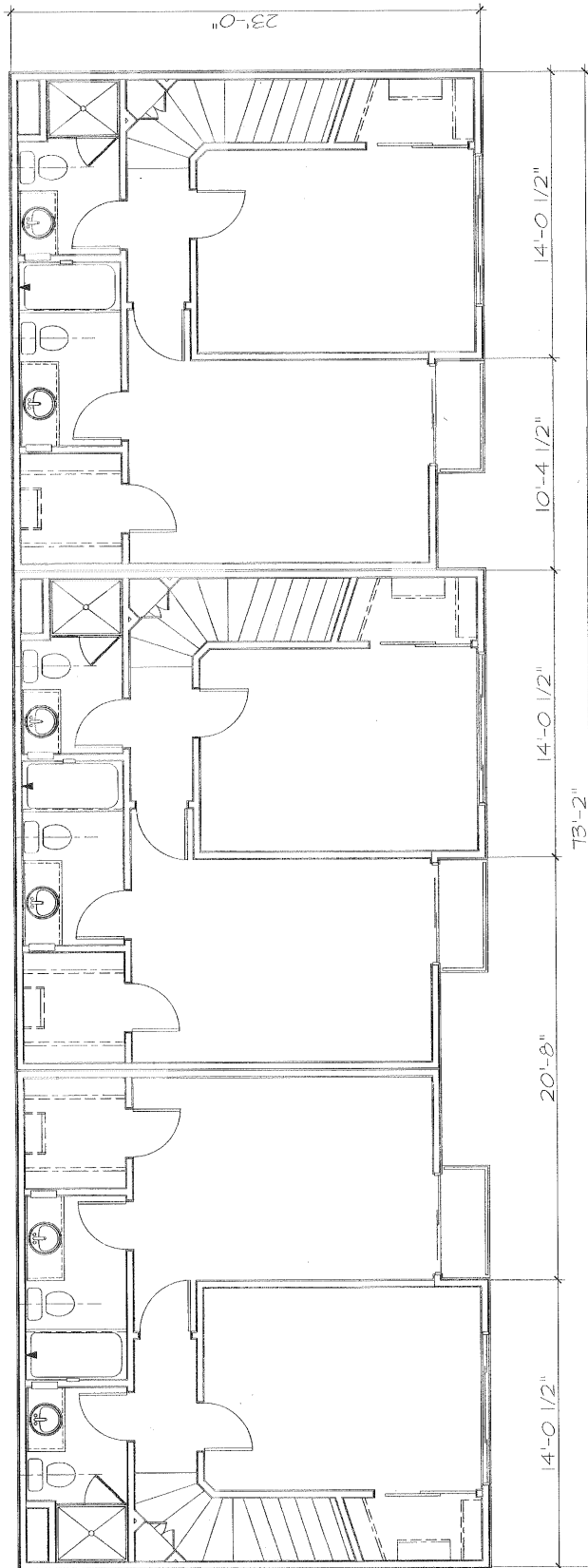


DATE: 03.28.07
 REVISIONS:

CARRIAGE BUILDINGS
SECOND FLOOR PLAN

A2.18

MAR 8 2007



CARRIAGE BUILDING - THIRD FLOOR



Gray Development Group
2555 East Camelback Road
Phoenix, Arizona 85016
Suite 1050
602.554.0109

TEMPE TRANSIT SITE
SOUTHEAST CORNER OF APACHE AND McCLINTOCK
another residential community by Gray Development Group

LB Architecture Inc.
4115 North 15th Avenue
Phoenix, Arizona 85015
Phone: 602-266-6432



Date: 02.28.07
Revised:

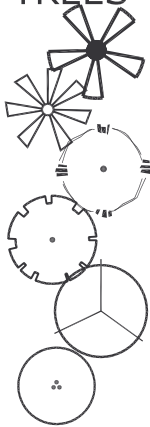
CARRIAGE BUILDINGS
THIRD FLOOR PLAN

A2.19

MAR 8 2007

PLANT LEGEND

TREES



NAME	SIZE/QUANTITY
SYAGRUS ROMANZOFFIANA QUEEN PALM	18-20' /15
SYAGRUS ROMANZOFFIANA QUEEN PALM	25 GAL./6, 1" CAL
GLEDITSIA TRIACANTHOS HONEY LOCUST	36" BOX/6, 2" CAL
PROSOPIS GLANDULOSA GLANDULOSA TEXAS HONEY MESQUITE	36" BOX/23, 2" CAL
DALBERGIA SISSOO SISSOO TREE	24" BOX/31, 1" CAL
CERCIDIUM F. 'DESERT MUSEUM' DESERT MUSEUM PALO BREA	24" BOX/ 33, 1" CAL

SHRUBS



NAME	SIZE/QUANTITY
PACHYCREUS SCHOTTII'MONT.' TOTEM POLE CACTUS	15 GAL IN POTS/13
VAUQUELINIA CALIFORNICA ARIZONA ROSEWOOD	5 GAL./24
DODONEA VISCOSA HOP BUSH	5 GAL./19
ABELIA GRANDIFLORA-PROSTRATA GLOSSY ABELIA	5 GAL./7
CALLIANDRA CALIFORNICA BAJA RED FAIRY DUSTER	5 GAL./24
RUELLIA BRITTONIANA KATY RUELLIA	5 GAL./36
TECOMA STANS AZ YELLOW BELLS	5 GAL./70
MUHLENBERGIA RIGENS DWARF MULLE	5 GAL./55
ASCLEPIAS SUBULATA DESERT MILKWEED	5 GAL./7
SALVIA GREGGII AUTUMN SAGE	5 GAL./31
RUELLIA PENINSULARIS BAJA RUELLIA	5 GAL./21
NERIUM OLEANDER PETITE PINK OLEANDER	5 GAL./19
MUHLENBERGIA CAPILLARIS 'REGAL MIST'	5 GAL./38
HESPERALOE PARVIFLORA RED YUCCA	5 GAL./14
BOUGAINVILLEA SP. RED	15 GAL./19

GROUND COVERS/VINES

NAME

	LANTANA 'NEW GOLD' NEW GOLD LANTANA	1 GAL./123
	VERBENA RIGIDA SANDPAPER VERBENA	1 GAL./12
	LANTANA M PURPLE TRAILING LANTANA	1 GAL./119

MATERIALS



2" THICK 5/8" MINUS DECOMPOSED GRANITE
IN ALL NON-TURF AREAS "DESERT GOLD"

SURFACE SELECT BOULDERS 3-4' 4



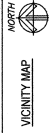
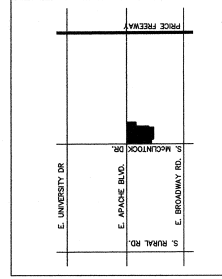
CONCEPTUAL GRADING & DRAINAGE PLAN

TEMPE TRANSIT SITE

TEMPE, ARIZONA

M Apache Boulevard

FOUND PG. IN HANDMADE
CENTER SEC. 24



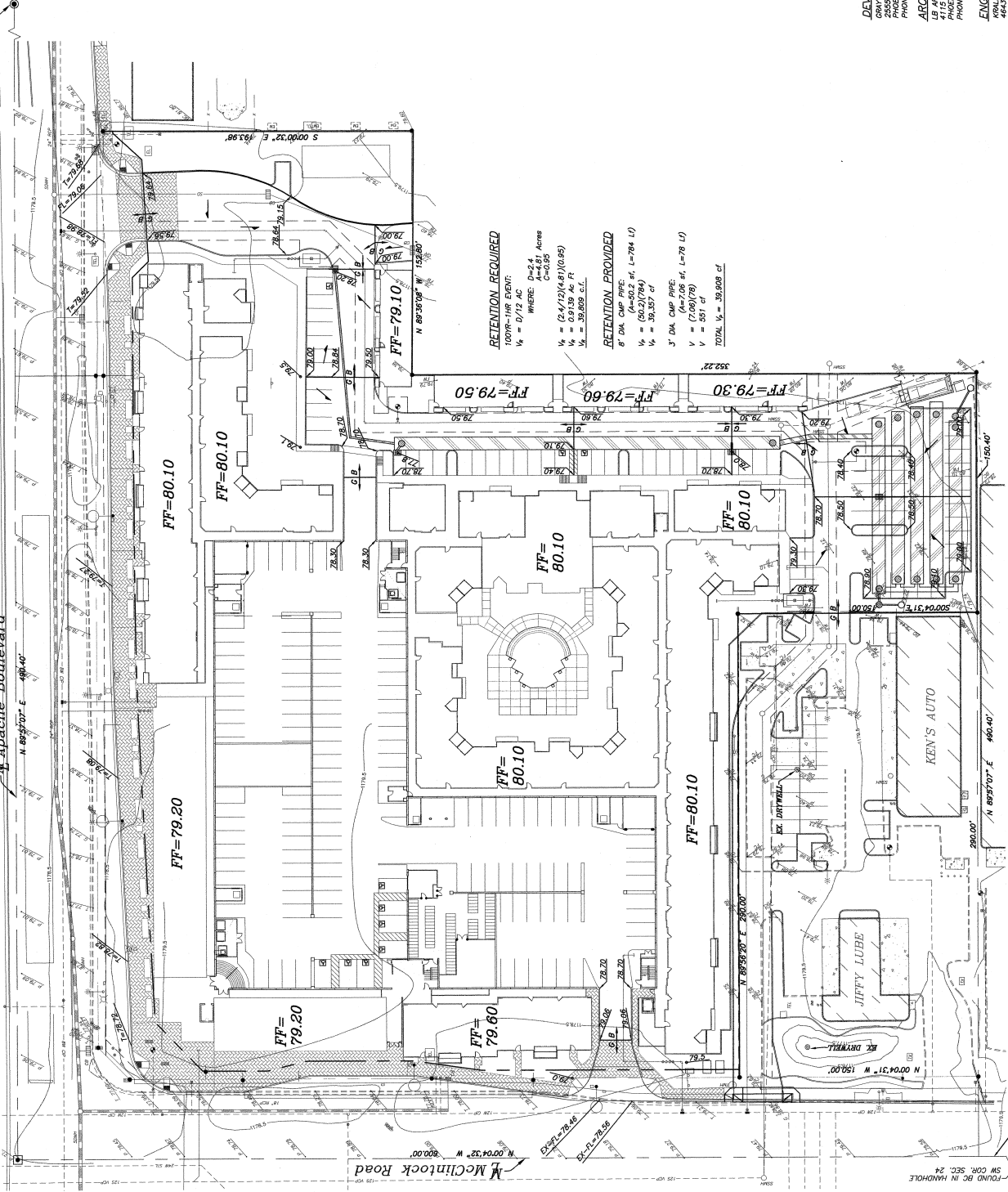
VICINITY MAP

NOTE:
THIS PLAN IS NOT FOR CONSTRUCTION
PURPOSES. ALL ELEVATIONS AND DESIGN
NOTATIONS ARE FOR INFORMATIONAL
PURPOSES ONLY AND MAY CHANGE AT TIME
OF FINAL DESIGN.



KRALI
civil engineering, inc.
Phoenix, Arizona 85018
Phone 602.285.9500
Fax 602.279.0590

McClintock Road



RETENTION REQUIRED
100% 1-HR EVENT
WHERE: $D=2.4$ Acres
 $V_p = 0.12$ AC
 $C=0.95$
 $V_p = (2.4/12)(4.81)(0.95)$
 $V_p = 0.9138$ AC FT
 $V_p = 39,809$ CF

RETENTION PROVIDED
8" DIA. CMP PIPE
100% 1-HR EVENT
 $V_p = (50.2/784)$
 $V_p = 39,357$ CF
3" DIA. CMP PIPE
100% 1-HR EVENT
 $V_p = (7.06/78)$
 $V_p = 551$ CF
TOTAL $V_p = 39,809$ CF

- LEGEND
- FLOW ARROW
 - GRADE BREAK
 - EXIST. GRADE
 - PROP. SPOT GRADE
 - PROP. PAVT. GRADE
 - EXIST. CONTOUR
 - UNDERGROUND RETENTION PIPE
 - EXIST. ELECTRIC DEVICES
 - EXIST. ELEC. PULL BOX
 - EXIST. TELEPHONE BOX
 - EXIST. TRAFFIC CTRL. BOX
 - EXIST. TRAFFIC POLE
 - EXIST. ST. LIGHT
 - PROP. ST. LIGHT
 - EX. GAS VALVE
 - EXIST. SIGN
 - MANHOLE
 - PRIE HYDRANT
 - WATER VALVE
 - WATER METER
 - FIRE INLETS
 - MAXWELL PLUS DRYWELL
 - CATCH BASIN
 - EXIST. MAIL BOXES
 - TAPPING SLEEVE & VALVE



GRAPHIC SCALE
1 inch = 50' ft

DEVELOPER
GRAY DEVELOPMENT GROUP
2555 E. CAMELBACK RD., #1050
PHOENIX, AZ 85016
PHONE (602) 954-0109

ARCHITECT
KRALI ENGINEERING, INC.
4643 E. THOMAS RD., SUITE 11
PHOENIX, AZ 85015
PHONE (602) 285-9500

ENGINEER
KRALI ENGINEERING, INC.
4643 E. THOMAS RD., SUITE 11
PHOENIX, AZ 85015
PHONE (602) 285-9500

CONCEPTUAL GRADING & DRAINAGE PLAN FOR:
TEMPE TRANSIT SITE
TEMPE, ARIZONA
Developer/Owner:
GRAY DEVELOPMENT GROUP
2555 E. CAMELBACK RD., SUITE 1050, PHOENIX, AZ 85016
PHONE: (602) 954-0109
FAX: (602)


REVISION	DATE	BY	CHKD	APP'D
1	07/22/07	07/22/07		
2	07/22/07	07/22/07		
3	07/22/07	07/22/07		
4	07/22/07	07/22/07		
5	07/22/07	07/22/07		

Memorandum

Community Development Department



February 21, 2007

To: Ryan Levesque – Development Services --Planning
From: Heidi Graham – Community Development -- Redevelopment 
Re: Gray Development Park & Ride – 1811 E. Apache Blvd. (DS 060948)

The above-referenced project was presented in a site plan overview to APAC (Apache Boulevard Project Area Committee) members on February 12, 2007 by Brian Cassidy and Derek Cayton of the Gray Development Group.

The membership motioned to accept the site plan as proposed.

cc: Derek Cayton

April 17, 2007

Project: Tempe Transit Site
Location: Southeast corner of Apache Boulevard and McClintock Drive
(1811 East Apache Boulevard)

RE: **Tempe Transit Neighborhood Meeting Summary**

Organizer: Stephen W. Anderson (Gammage & Burnham PLLC)

Attendees: Derek Cayton (Gray Development Group)
Brian Cassidy (Gray Development Group)
Larry Russell (Gray Development Group)
Ken Olmstead (City of Tempe)

Neighborhood

Attendees: Fay Hoots (1812 East Apache Boulevard)
Carol McDaniels (1734 East Apache Boulevard)
Barb Panzica (1734 East Apache Boulevard)

Introduction

Gray Development Group ("GDG") with the assistance of Gammage & Burnham PLLC held a neighborhood meeting at the Escalante Community Center on February 28, 2007 at 6pm for the proposed mixed-used development consisting of approximately four hundred and seven (407)-residential units and twelve thousand, five hundred (12,500) square feet of ground floor commercial/retail that surround a six-story parking garage that will include the Valley Metro Park and Ride facility at the above mentioned location.

Topics of Discussion

GDG led the meeting with a power point presentation introducing the company, and various photos of GDG developed multi-family communities along with a conceptual development plan that consisted of the parking structure, commercial/retail, residential, and identifying the three hundred (300) designated parking and ride stalls for the future light rail users located near the intersection of Apache Boulevard and McClintock Drive.

As the result of the close proximity to the future light rail substation, the neighbors had various questions and comments about light rail, along with inquisitive questions about the development pertaining to the unit matrix, residential and retail availability, multi-family rental rates, building elevations, and construction timeline.

One notable comment in relation to the light rail and the Tempe Transit site dealt with the proposed Apache Boulevard driveway location. The neighbors were unaware that a traffic signal would be located in the vicinity of the Apache Boulevard driveway to accommodate safe traffic movements. Therefore, the group wanted additional information about light rail construction and GDG along with the assistance of Ken Olmstead (City of Tempe) informed them of the anticipated completion date of the light rail, as well as identifying pedestrian path of travel to reach the future light rail platform. In connection with the Tempe Transit development, a site plan lay-out of the three hundred (300) designated light rail stalls was presented and the neighbors were receptive with minimal comments in regards to the pedestrian and vehicular travel path.

The residential component of the development was acknowledged graciously by the neighbors. By the end of the meeting, they were well-versed in the unit matrix, the anticipated rental rates along with various rental comparables in the general vicinity. Site photos of other Gray Development projects was presented to provide a better visual understanding of the building elevation and advised the group to stop by Grigio TTL. The neighbors expressed a supporting interest in anticipation for the opening of this development and wanted to be kept informed of its opening. GDG obliged by providing the neighbors with business cards and to anticipate marketing signage in the near future.

The neighbors had one concern and that was with the overall construction that has taken place along Apache Boulevard due to the light rail. It was stated to the group that critical dates have been established with the City and Valley Metro for the development of this parcel and it is our intent to minimize obstruction to the flow of traffic along Apache and McClintock to the best of our capabilities. In our efforts, the construction sequencing will be to construct the parking garage, then commence constructing the residential and retail frontage along Apache and McClintock to have it near completion by the opening of the light rail.

Overall, the neighbors were very supportive of the proposed development and felt the use would revitalize the Apache Boulevard and encouraged redevelopment.

Escalante Community Center

PLEASE PRINT

[illegible]

ORDINANCE NO. 2007.27

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, AMENDING THE CITY OF TEMPE ZONING MAP, PURSUANT TO THE PROVISIONS OF THE ZONING AND DEVELOPMENT CODE PART 2, CHAPTER 1, SECTION 2-106 AND 2-107, RELATING TO THE LOCATION AND BOUNDARIES OF DISTRICTS.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, as follows:

Section 1. That the Zoning Map of the City of Tempe, pursuant to the provisions of Zoning and Development Code, Part 2, Chapter 1, Section 2-106 and Section 2-107, is hereby amended by removing the below described property from the GID, General Industrial District and CSS, Commercial Shopping and Service District and designating it as MU-4 (PAD), Mixed-Use, High Density District with a Planned Area Development Overlay and within the (TOD) Transportation Overlay District on 4.81 acres.

LEGAL DESCRIPTION (SEE ATTACHMENT A1)

Section 2. Further, those conditions of approval imposed by the City Council as part of case activity **ZON07002** and **PAD07008** are hereby expressly incorporated into and adopted as part of this ordinance by this reference.

Section 3. Pursuant to City Charter, Section 2.12, ordinances are effective thirty (30) days after adoption.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, this _____ day of _____, 2007.

Mayor

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney

LEGAL DESCRIPTION

Parcel No. 1:

That portion of the Northwest quarter of the Southwest quarter of Section 24, Township 1 North, Range 4 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, described as follows:

Beginning at the point of intersection of the South right-of-way line of the Tempe-Mesa State Highway(Apache Trail), being 50.00 feet South of the North line of said Southwest quarter, with the West line of the Northwest quarter of the Southwest quarter of said Section 24;

Thence East, along the South right-of-way line of said highway, 271.00 feet;

Thence South, parallel with the West line of said Section 24, 208.70 feet to a point on the North line of the property described in document recorded in Book 397 of Deeds, page 361, Maricopa County Records;

Thence West, along the North line of the property conveyed in said deed, 271.00 feet to a point on the West line of said Section 24;

Thence North, along said West line, 208.70 feet to the point of beginning;

Except that portion conveyed to the City of Tempe, an Arizona municipal corporation, in Quit-Claim Deed recorded in Docket 7291, page 1, Maricopa County Records, described as follows:

Commencing at the Northwest corner of said Southwest quarter of Section 24;

Thence Southerly, along the West line of said Section 24, 50.00 feet;

Thence Easterly, along a line that is parallel with, and 50.00 feet South of, the North line of said Southwest quarter of Section 24, 50.00 feet to the point of beginning;

Thence continuing Easterly, along said line, 10.00 feet;

Thence Southwesterly, to a point on the East right-of-way line of McClintock Drive, which is 10.00 feet South of the point of beginning;

Thence Northerly, along the East right-of-way line of McClintock Drive, 10.00 feet to the point of beginning; and

Except that portion conveyed to the City of Tempe, an Arizona municipal corporation, in Quit-Claim Deeds recorded in Docket 15988, page 81, and Docket 15988, page 82 and Docket 15988, page 83, Maricopa County Records, described as follows:

Commencing at the Northwest corner of said Southwest quarter of Section 24;

Thence Southerly, along the West line of said Section 24, 50.00 feet;

Thence Easterly, along a line that is parallel with, and 50.00 feet South of, the North line of said Southwest quarter of Section 24, 50.00 feet to the point of beginning;

Thence continuing Easterly, along said parallel line, 20.00 feet;

Thence Southwesterly to an intersection with a line that is parallel with, and 50.00 feet East of, the West line of said Southwest quarter of Section 24, said intersection being 20.00 feet South of the point of beginning;

Thence Northerly, 20.00 feet to the point of beginning.

Parcel No. 2:

The North 600.00 feet of the West 490.40 feet of the Southwest quarter of Section 24, Township 1 North, Range 4 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona;

Except the North 258.70 feet of the West 271.00 feet; and Except the North 50.00 feet; and

Except the West 50.00 feet; and

Except commencing at the West quarter corner of said Section 24;

Thence South 00 degrees 04 minutes 31 seconds East, along the monument line of McClintock Drive, 600.00 feet;

Thence North 89 degrees 56 minutes 20 seconds East, 50.00 feet to the existing right-of-way line of McClintock Drive and the point of beginning;

Thence North 00 degrees 04 minutes 31 seconds West, along the existing East right-of-way line of McClintock Drive, 150.00 feet;

Thence North 89 degrees 56 minutes 20 seconds East, 290.00 feet; Thence South 00 degrees 04 minutes 31 seconds East, 150.00 feet;

Thence South 89 degrees 56 minutes 20 seconds West, 290.00 feet to the point of beginning.

Parcel No. 3:

That Part of the Northwest quarter of the Southwest quarter of Section 24, Township 1 North, Range 4 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, described as follows:

Commencing at the West quarter corner of said Section 24, said point being the intersection of Apache Boulevard and McClintock;

Thence North 89 degrees 56 minutes 54 seconds East, along the East-West mid-section line of said Section 24 and the centerline of Apache Boulevard, 490.40 feet;

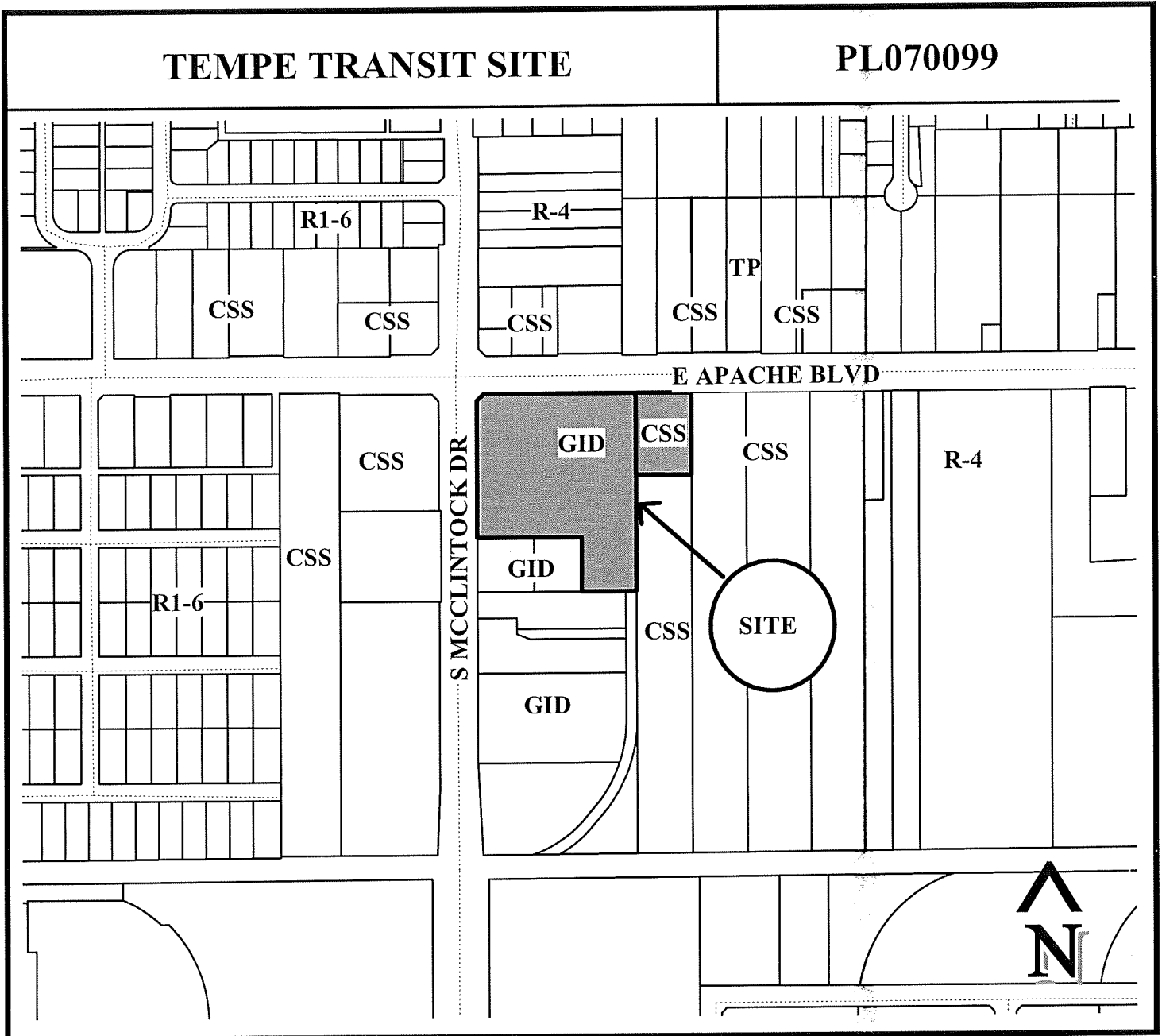
Thence South 00 degrees 04 minutes 13 seconds East, 55.00 feet to a point on the existing(2005) right-of-way line of Apache Boulevard and the point of beginning.

Thence North 89 degrees 56 minutes 54 seconds East, along said right-of-way line, 153.00 feet;

Thence South 00 degrees 00 minutes 32 seconds East, 193.98 feet;

Thence North 89 degrees 36 minutes 08 seconds West, 152.80 feet;

Thence North 00 degrees 04 minutes 13 seconds West, 192.78 feet to the point of beginning.



Request



TEMPE TRANSIT SITE (PL070099)

Name: **Tempe Transit Center Mixed Use Project**
 Gray Development Group
 Phoenix, Arizona

Address: SE corner of Apache Blvd and McClintock
 Tempe, Arizona
 APN: 133-04-001C
 133-04-001J
 133-04-010A

Description of Work:

Gray Development's proposed Tempe Transit Project, is a new 407 unit apartment complex with 12,500 SF of street level retail, all of which wrap around a six level pre cast concrete parking structure. The apartment component of this mixed use project will be 4 floors in height; the first three levels are stacked flats, and the 4th level are loft apartments with mezzanines. All units in the 4 level building will be elevator served, with full ADA compliance.

Consistent with the City of Tempe's General Plan 2030, this project is in the heart of the Apache Boulevard Redevelopment Area. This project will replace a run down one story industrial building, with a vibrant and active urban mixed use project, that will be the catalyst for the revitalization of this area.. In addition, the retail components of this project will be directly across the median of Apache Boulevard from the new Light Rail Station, which will stimulate a more interesting and safer pedestrian environment than currently exists.

The apartment and retail portions of the project will be wood framed, Type V Construction, fully sprinkled. The project also includes 12 carriage apartment units, which consist of private 2 car garages, under a two story tall apartment unit, served by internal stairs, but not elevator served. The exterior buildings finishes will be both painted stucco and exposed concrete masonry units (CMU), with aluminum windows and storefronts..

This project includes a total of 980 parking spaces, of which 300 of these spaces are exclusively reserved for Park and Ride customers to serve the new Light Rail platform adjacent to this property, which will open in December 2008. These 300 dedicated spaces are served by six levels of the parking garage, with a separate elevator that leads to a first level secured lobby that exits out to the street. 659 of the parking spaces are reserved for the apartment residents, and 21 are reserved for the retail customers.

MAR 8 2007

Site Development:

A total of 77 of the proposed 980 parking spaces are surface parking spaces, located on the east and southeast sides of the property, and 24 spaces are private spaces in the carriage units.

On site water retention for a 100 year, One Hour event, approximately 29,466 CF of retention is provided in underground corrugated metal pipes, that will be buried under the surface parking spaces on the east and southeast sides of the property.

SRP is the serving power company, and they have proposed that all transformers for the apartment units, will be single phase power, and the transformers, main electrical switchgear and meter sections will be located inside the parking structure. Three phase power for a portion of the parking garage and the retail tenants will require pad mounted transformers near the perimeter of the property.

A new 8 inch water line will be looped through the property, from McClintock Road to Apache Boulevard, and will be tapped for both fire flow to fire risers and the domestic plumbing needs of the project.

The sewer connection for the project is proposed to be a new 12 inch sewer gravity feeding to the west, to a point of connection at an existing manhole in McClintock Road.

We are proposing a cross access easement with both Jiffy Lube and Ken's Auto Shop, which are the adjacent properties on the south boundary of this property. This will allow both businesses driveway access through our project, to get to the new signaled intersection on Apache Blvd. at the east end of this project. This signal is being installed as part of the current Light Rail Improvements. There will be an additional cross access easement with the trailer park immediately to the SE of this property, which will allow these residents to drive vehicles to this new signaled intersection on Apache Blvd.

Schedule:

This project is being submitted through the public hearing process as a single project, for Design Review and Entitlements. However, in order to meet the City of Tempe's schedule requirements for an operational parking structure for the 300 Transit Park and Ride spaces, Gray Development Group will be submitting the Construction Documents for the Parking Garage on May 1, 2007 for first Plan Review with the Building Safety Department. This submittal will include the parking structure, civil engineering and a portion of the landscape plans. The Apartments, retail and remaining site development components of this project are projected to be submitted as a separate set of documents for Plan Review, by mid July 2007. The parking structure is expected to be Substantially Complete by March 25, 2008.

Pursuant to Section 5-607(B)(5) of the Transportation Overlay Ordinance, Gray Development is seeking a use permit to reduce the retail component of its ground floor facades at its Tempe Transit project from sixty percent (60%) on each street façade of the structure to sixty percent (60%) along Apache Boulevard and fifty-one percent (51%) along McClintock Drive.

Tempe Transit is a unique development that will consist of a mix of uses inclusive of supporting the light rail system by dedicating three hundred (300)-parking stalls for the exclusive use of park-and-ride patrons. In addition, this development will provide a perpetual cross access easement through the site that will account for thirty-four percent (34%) of the total ground floor area supporting the success of the light rail and light rail substation five (5). Retrospectively, the Transportation Overlay District (TOD) does not require developments along station areas to require parking as a principle use in station areas and this unique development will exemplify ground floor uses that are not ordinarily permitted. As a result, Gray Development is providing three (3) land uses that will complement ground floor uses in the station area consisting of residential, commercial, and principle-use parking.

Along Apache Boulevard and McClintock Drive, the Tempe Transit project will include a substantial commercial component. Apache Boulevard will provide four hundred and seventy four (474) feet of building façade directly facing the light rail station and three hundred (300) linear feet will consist of permitted commercial uses that accounts for sixty-three percent (63%) of the ground floor use. Eighty-eight (88) feet of the commercial use will accommodate the leasing office and community center for the residential component. This office will be the central point of customer service for all prospective lessees and current residents as well as provide an established tenant.

It is evident that the pedestrian path of travel will be focused towards Apache Boulevard due to the proximity of the light rail substation and the two proposed cross walks to the platform. The Tempe Transit development will establish a neighborhood commercial component that will provide street frontage uses along Apache Boulevard that will complement the future substation on Apache Boulevard. Theoretically, light rail riders will gravitate to the Apache vicinity where future cross walks to the light rail substation will be located. Ground floor commercial uses as proposed will provide an interconnection of the future light rail and residential development. In addition, one hundred and seventy-four feet of residential uses will compliment the commercial use along the street frontage. Fifty percent (50%) of the resident's primary entrances will directly access the pedestrian walkway along Apache Boulevard.

As proposed, three hundred and twenty-six (326) feet of building frontage will be established along McClintock Drive, the Tempe Transit project has one hundred

and thirty-eight (138) feet of retail frontage with an additional thirty (30) feet wide entry for the park-and-ride garage carved into the façade. One hundred and fifty-eight (158) feet of residential frontage will encapsulate urban living with units adjacent to a major arterial road. Fifty percent (50%) of these units will have direct access to the pedestrian pathway along McClintock Drive. Thus, forty-two percent (42%) of the total frontage is devoted to permitted commercial uses, with an additional nine percent (9%) devoted to the transit-friendly park-and-ride entry. If the garage entry were to be excluded, then the façade would be reduced to two hundred and ninety-six (296) feet, and the retail component would make up almost forty-seven percent (47%) of the frontage.

As these calculations indicate, Tempe Transit has a strong commitment to retail street frontage, in addition to its commitment to the park-and-ride facility. Tempe Transit is unequivocally supportive of the success of light rail.

As well, the residential components of Tempe Transit will support light rail by encouraging the relationship with ground floor residential units that have street frontage and convenient access to the light rail station. Clearly, Gray Development's intent for future residents will be to maximize the use of the light rail with this specific site plan layout. Gray Development's forte is urban residential development, and we are confident that these street front residences will be embraced by the market. Indeed, our confidence about the success, both in relation to the project and in relation to the community, of these ground floor residential units is a key reason we are willing to forego the economic opportunities associated with that marginal amount of additional retail frontage.

Gray Development has an exclusive working relationship with the commercial real estate brokerage company of Grubb & Ellis | BRE Commercial, LLC. Grubb & Ellis | BRE Commercial, LLC currently is marketing the commercial retail space that has been planned and constructed at Gray's "GRIGIO" at Tempe Town Lake project. To date the space has not leased and the main reason for this is that urban residential development mixed with commercial uses is new not only to Tempe but to the entire metropolitan Phoenix market.

Traditionally, retailers in particular, rely heavily on easy access with street level parking for covenant shopping. Retailers will choose traditional locations with traditional parking layouts that are proven in our marketplace and they resist the newer urban parking formats because they have not yet been tried and tested in this market. Case in point is a retail tenant that toured Gray's GRIGIO commercial retail space and chose Tempe Marketplace next door. Their reason given was the easy access/parking and the traditional retail format of the project.

Grubb & Ellis | BRE Commercial, LLC is cooperating with the City of Tempe in information sharing to find ways to increase the activity level of new urban retail businesses in the many planned or under construction urban mixed use projects in Tempe. Susan Franchuk with the City of Tempe Retail Coordinator/Economic Development can testify to the challenges currently being faced at these types of projects such as GRIGIO, HAYDEN FERRY LAKESIDE, etc. Additionally, we also would like to invite you to contact our leasing broker, Mr. Cliff Johnston at Grubb & Ellis | BRE Commercial, LLC directly for his insight on the viability of urban retail at this point in time. Mr. Johnston can be reached at 602.224.4445.

Per the General Plan 2030, the Apache Boulevard corridor has several agendas. One is to become the centralized location for alternative nodes of transportation along with revitalizing a blemished neighborhood, and to redevelop with private developments. Tempe Transit development recognizes the intent of the general plan and TOD and meets the City criteria. In light of the overall investment dedicated to success of the light rail in the Tempe Transit project, we seek the City's support for a use permit to reduce our commercial frontage along McClintock Drive to fifty-one percent (51%) inclusive of the park and ride garage.

PLANNED AREA DEVELOPMENT OVERLAY FOR TEMPE TRANSIT SITE

A PORTION OF THE NORTHWEST QUARTER SOUTHWEST QUARTER OF, SECTION 24, TOWNSHIP 1, RANGE 4, GILA AND SALT RIVER BASE MERIDIAN, MARICOPA COUNTY ARIZONA

ACKNOWLEDGEMENT

STATE OF ARIZONA

COUNTY OF MARICOPA

ON THIS 2ND DAY OF MARCH, 2007 BEFORE ME THE UNDERSIGNED PERSONALLY APPEARED DANIEL W. TILTON WHO ACKNOWLEDGED HIMSELF TO BE THE OWNERS REPRESENTATIVE OF GOG ENTERPRISES, LLC, AN ARIZONA CORPORATION, AND THAT BEING AUTHORIZED TO DO SO, EXECUTED THE FOREGOING INSTRUMENT IN THE CAPACITY THEREIN STATED AND FOR THE PURPOSES THEREIN CONTAINED.

IN WITNESS WHEREOF, I HEREUNTO SET MY HAND AND OFFICIAL SEAL.

NOTARY PUBLIC

MY COMMISSION EXPIRES:

F1

GDG ENTERPRISES, LLC
2555 E. CAMELBACK ROAD
SUITE 1050
PHOENIX, ARIZONA 85016

GENERAL NOTES

PROJECT DATA

APPROVAL

BY: _____ DATE: _____
DEVELOPMENT SERVICE

BROADWAY RD

CONDITIONS FOR APPROVAL: PAD06000

DAS000000 PAD00000 REC00000

RECEIVED
MAR - 8 2007

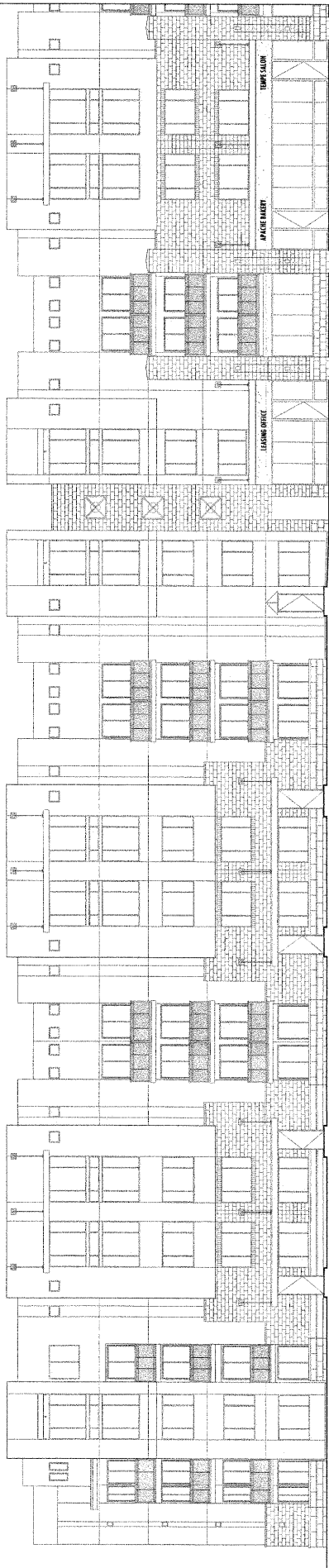
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PRICE RD

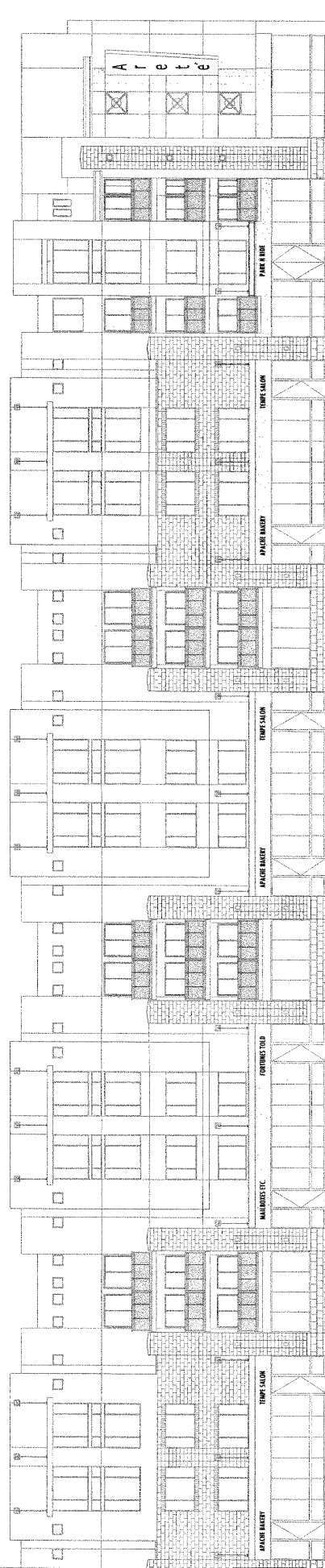
APACHE BLVD

MCCLEINTOCK DRIVE

[illegible]



PARTIAL NORTH ELEVATION



PARTIAL NORTH ELEVATION



Gray Development Group
 2555 East Camelback Road
 Suite 1050
 Phoenix, Arizona 85016
 602.954.0109

TEMPE TRANSIT SITE
SOUTHEAST CORNER OF APACHE AND McCLINTOCK
 another residential community by Gray Development Group

LB Architecture Inc.
 4115 North 15th Avenue
 Phoenix, Arizona 85015
 Phone: 602-266-5492

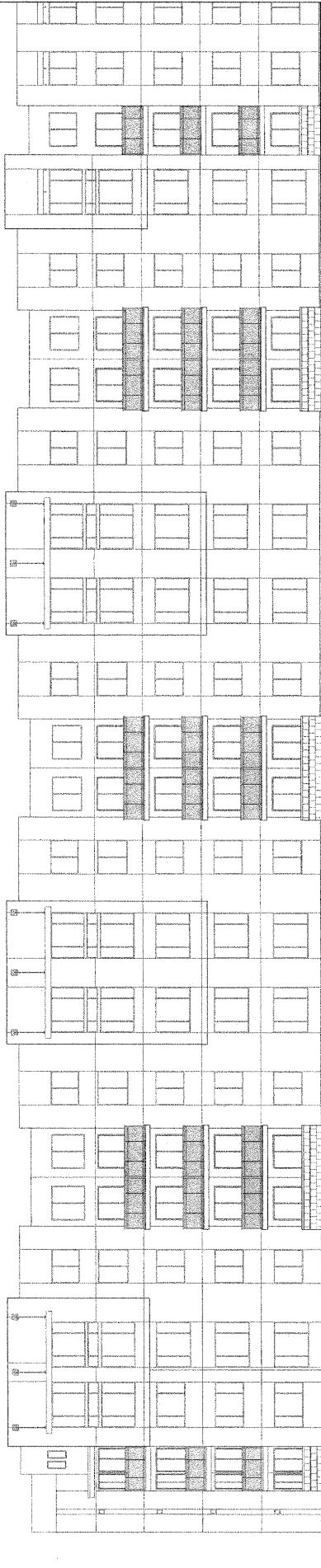


Drawn: BLS/ST
 Revisions:

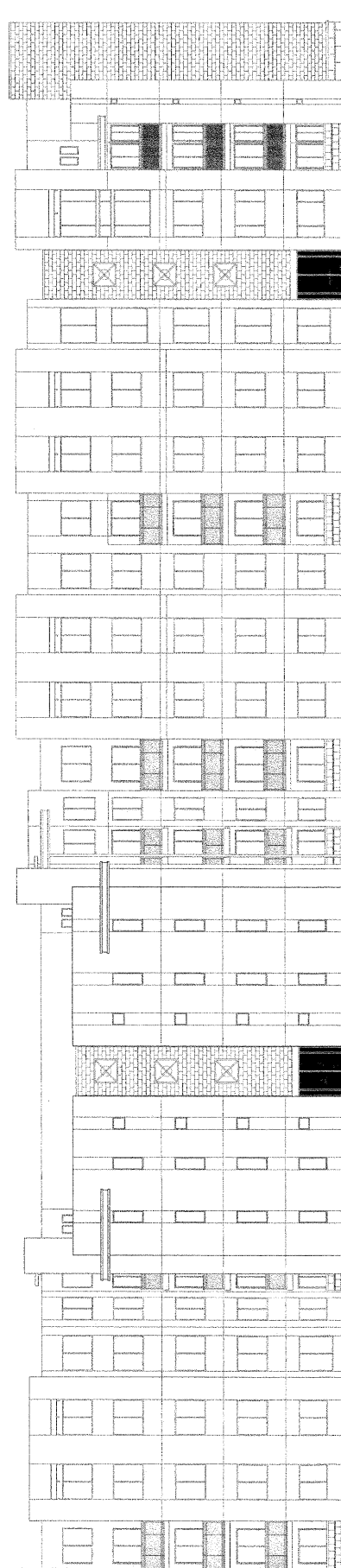
BUILDING PLAN
NORTH & SOUTH ELEVATIONS

A2.21A

APR 10 2007



PARTIAL SOUTH ELEVATION



PARTIAL SOUTH ELEVATION



Gray Development Group
 Suite 1050
 2555 East Camelback Road
 Phoenix, Arizona 85016
 602.954.0109

TEMPE TRANSIT SITE
SOUTHEAST CORNER OF APACHE AND MCCLINTOCK
 another residential community by Gray Development Group

LB Architecture Inc.
 4115 North 15th Avenue
 Phoenix, Arizona 85015
 Phone: 602-266-0492

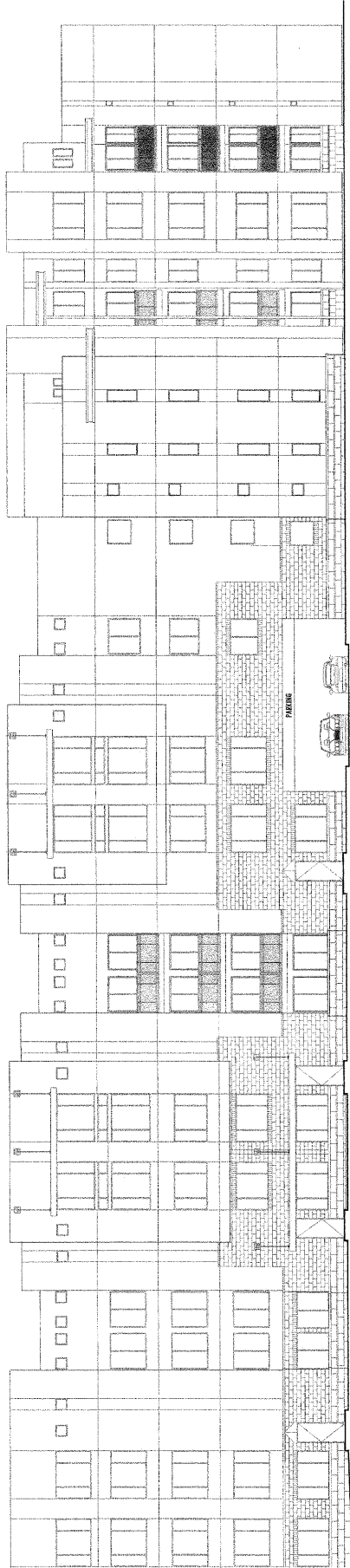


Date: 04.03.07
 Revisions:

BUILDING PLAN
NORTH & SOUTH ELEVATIONS

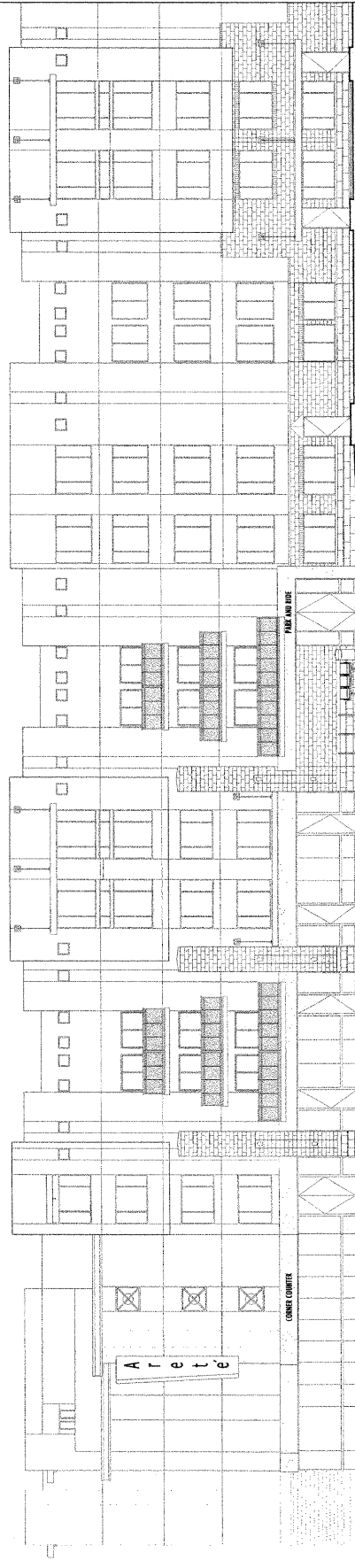
A2.21B

APR 10 2007



PARTIAL WEST ELEVATION

1/8" = 1'-0"



PARTIAL WEST ELEVATION

1/8" = 1'-0"



Gray Development Group
2555 East Camelback Road
Phoenix, Arizona 85016
Suite 1050
602.954.0109

TEMPE TRANSIT SITE
SOUTHEAST CORNER OF APACHE AND MCCLINTOCK
another residential community by Gray Development Group

LB Architecture Inc.
4115 North 15th Avenue
Phoenix, Arizona 85015
Phone 602-268-0492

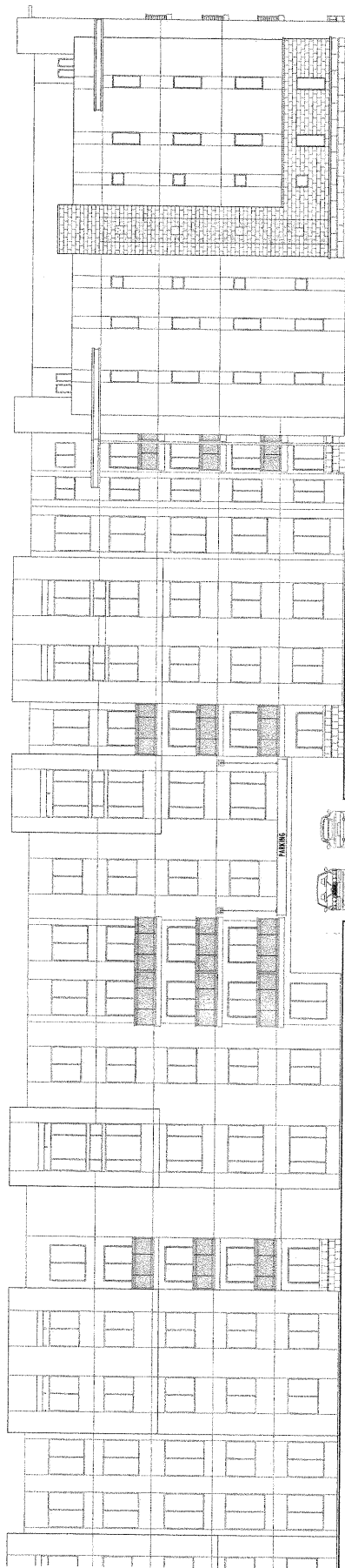


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Revision:

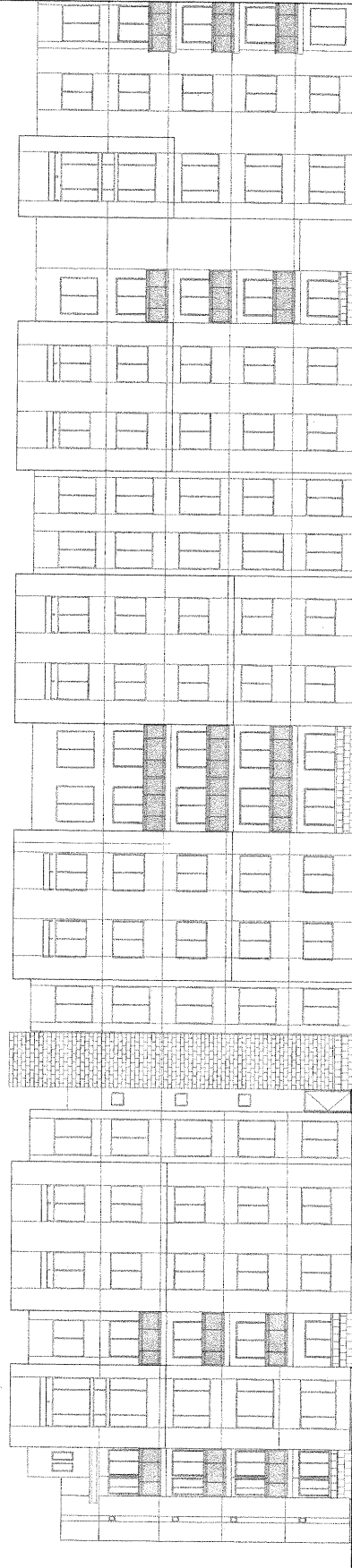
BUILDING PLAN
EAST & WEST ELEVATIONS

A2.22A

APR 10 2007



PARTIAL EAST ELEVATION



PARTIAL EAST ELEVATION



Gray Development Group
2535 East Camelback Road
Phoenix, Arizona 85016
Suite 1050
602.954.0109

TEMPE TRANSIT SITE
SOUTHEAST CORNER OF APACHE AND MCCLINTOCK
another residential community by Gray Development Group

LB Architecture Inc.
4115 North 15th Avenue
Phoenix, Arizona 85015
Phone: 602-266-6492

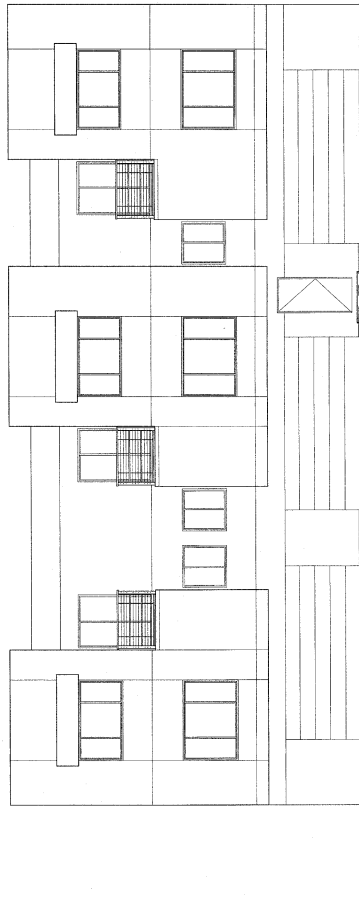


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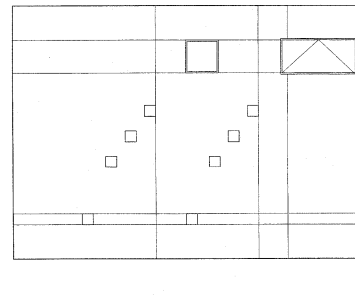
BUILDING PLAN
EAST & WEST ELEVATIONS

A2.22B

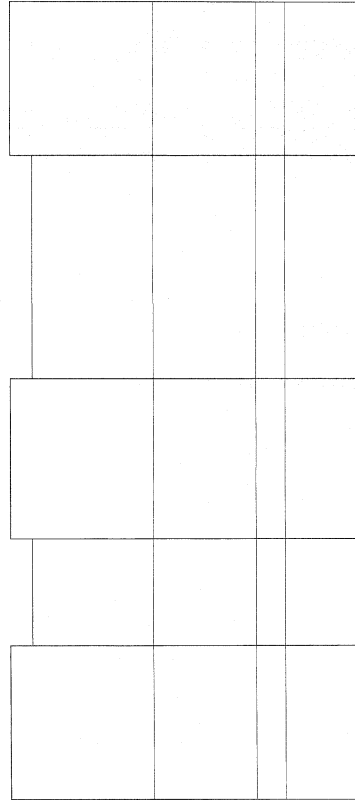
APR 10 2007



FRONT ELEVATION
3/16"=1'-0"



SIDE ELEVATIONS
3/16"=1'-0"



REAR ELEVATION
3/16"=1'-0"



Gray Development Group
2555 East Camelback Road
Phoenix, Arizona 85016
Suite 1050
602.554.0109

TEMPE TRANSIT SITE
SOUTHEAST CORNER OF APACHE AND MCCLINTOCK
another residential community by Gray Development Group

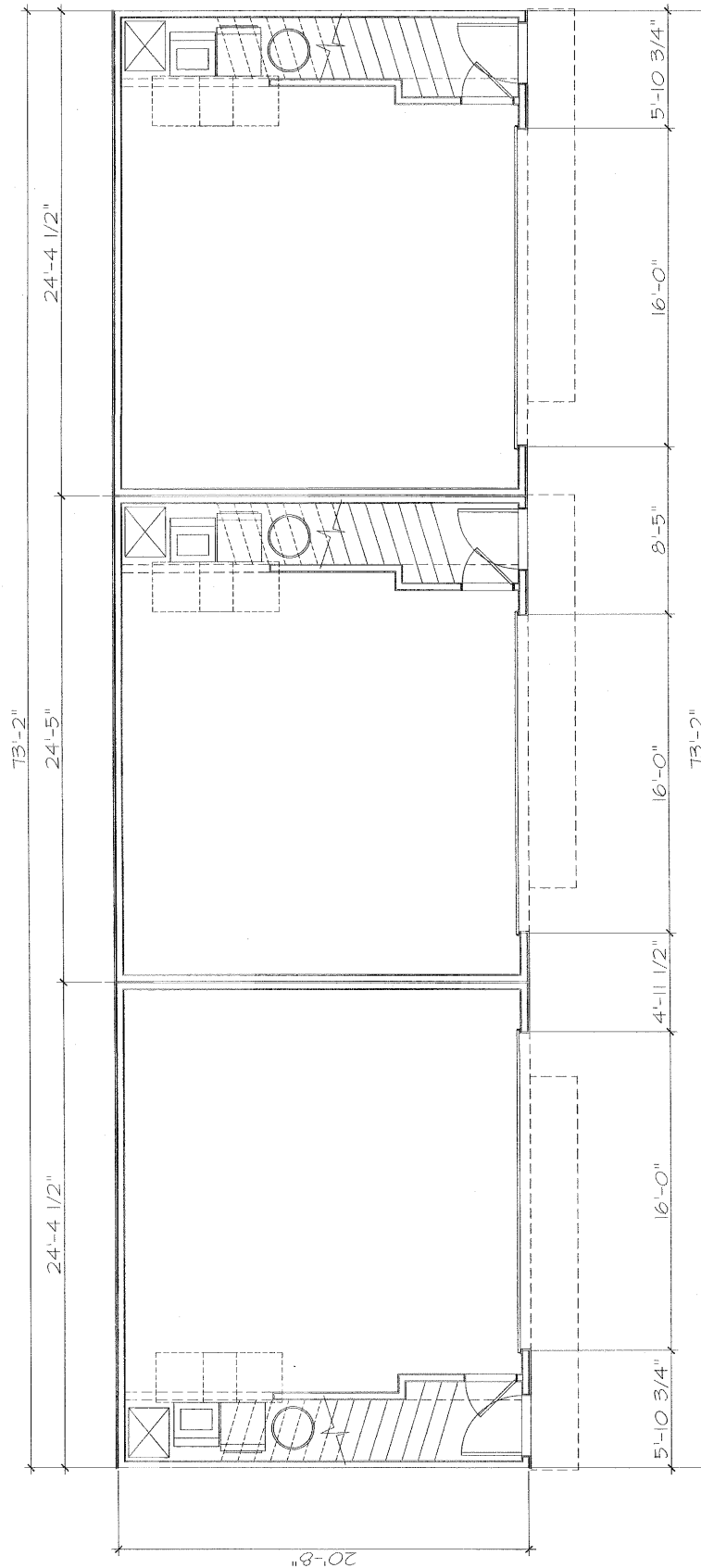
LB Architecture Inc.
4115 North 15th Avenue
Phoenix, Arizona 85015
Phone: 602-268-6482



Date: 08/01/07
Revisions:

PRELIMINARY BUILDING
ELEVATIONS

A2.23



CARRIAGE BUILDING - FIRST FLOOR

3/8"=1'-0"



Gray Development Group
Suite 1050
2555 East Camelback Road
Phoenix, Arizona 85016
602.954.0109

TEMPE TRANSIT SITE
SOUTHEAST CORNER OF APACHE AND MCCLINTOCK
another residential community by Gray Development Group

LB Architecture Inc.
4116 North 15th Avenue
Phoenix, Arizona 85015
Phone: 602-266-6462

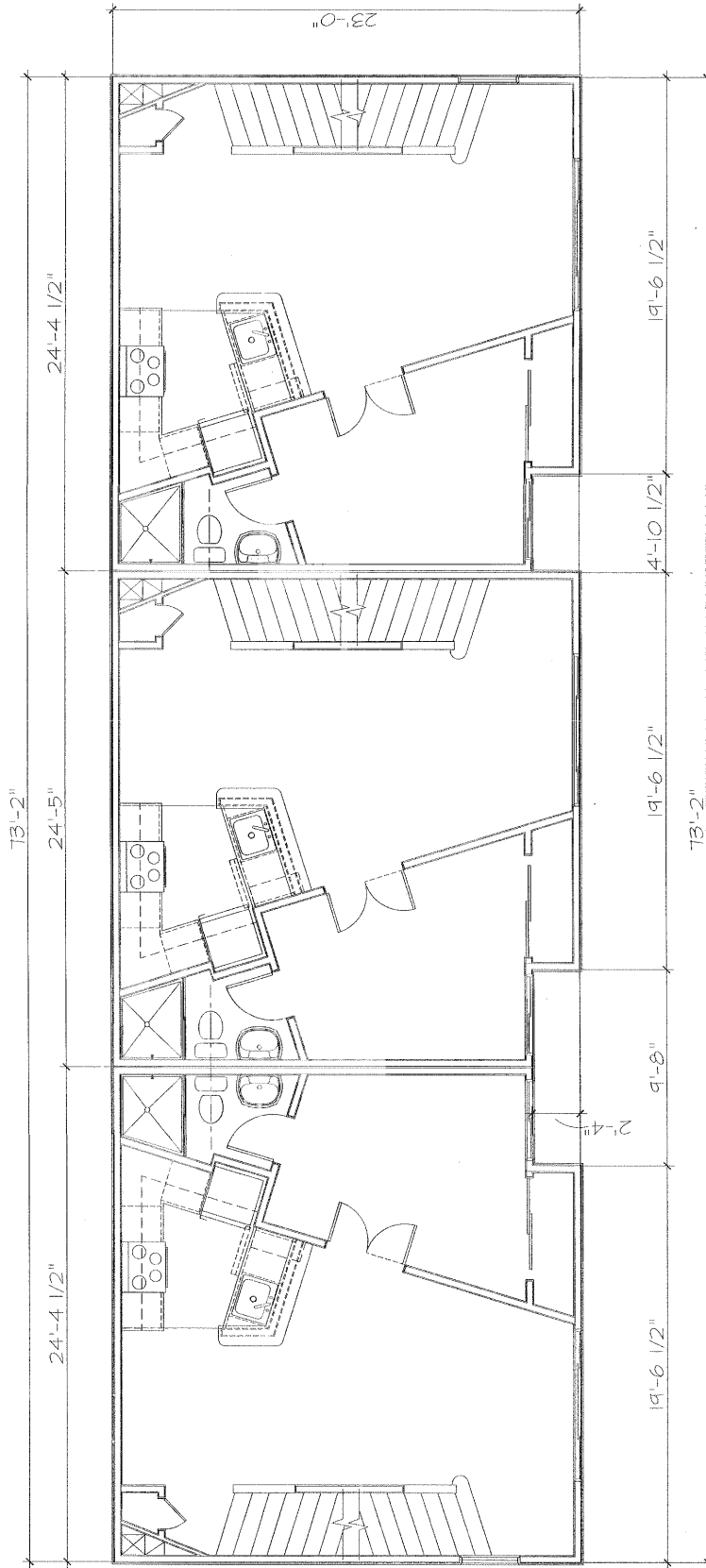


Date: 02.28.07
Revised:

CARRIAGE BUILDINGS
FIRST FLOOR PLAN

A2.17

MAR 8 2007



CARRIAGE BUILDING - SECOND FLOOR

3/8"=1'-0"



Gray Development Group
2555 East Camelback Road
Phoenix, Arizona 85016
Suite 1050
602-954-0109

TEMPE TRANSIT SITE
SOUTHEAST CORNER OF APACHE AND MCCLINTOCK
another residential community by Gray Development Group

LB Architecture Inc.
4115 North 15th Avenue
Phoenix, Arizona 85015
Phone: 602-266-6492

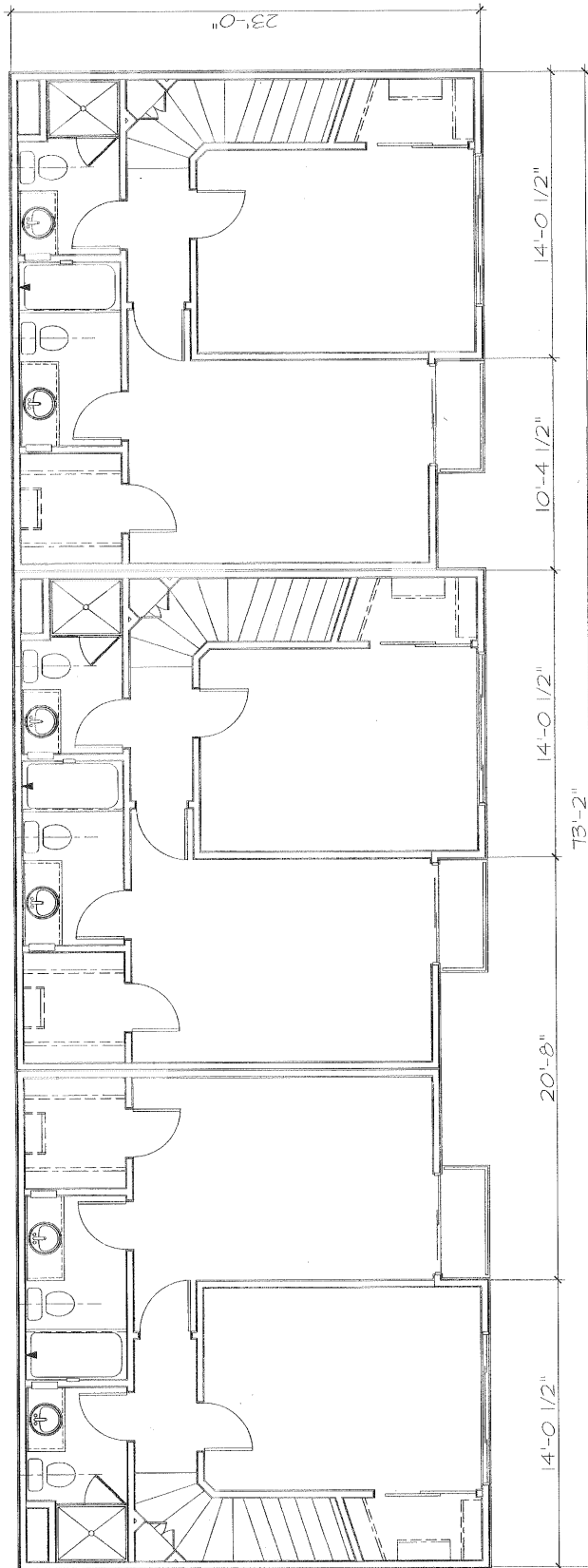


DATE: 03.28.07
DESIGNED BY: [Signature]

CARRIAGE BUILDINGS
SECOND FLOOR PLAN

A2.18

MAR 8 2007



CARRIAGE BUILDING - THIRD FLOOR



Gray Development Group
2555 East Camelback Road
Phoenix, Arizona 85016
Suite 1050
602.554.0109

TEMPE TRANSIT SITE
SOUTHEAST CORNER OF APACHE AND McCLINTOCK
another residential community by Gray Development Group

LB Architecture Inc.
4115 North 15th Avenue
Phoenix, Arizona 85015
Phone: 602-266-6432



Date: 02/28/07
Revised:

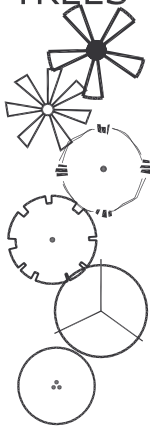
CARRIAGE BUILDINGS
THIRD FLOOR PLAN

A2.19

MAR 8 2007

PLANT LEGEND

TREES



NAME	SIZE/QUANTITY
SYAGRUS ROMANZOFFIANA QUEEN PALM	18-20' /15
SYAGRUS ROMANZOFFIANA QUEEN PALM	25 GAL./6, 1" CAL
GLEDITSIA TRIACANTHOS HONEY LOCUST	36" BOX/6, 2" CAL
PROSOPIS GLANDULOSA GLANDULOSA TEXAS HONEY MESQUITE	36" BOX/23, 2" CAL
DALBERGIA SISSOO SISSOO TREE	24" BOX/31, 1" CAL
CERCIDIUM F. 'DESERT MUSEUM' DESERT MUSEUM PALO BREA	24" BOX/ 33, 1" CAL

SHRUBS



NAME	SIZE/QUANTITY
PACHYCEREUS SCHOTTII'MONT.' TOTEM POLE CACTUS	15 GAL IN POTS/13
VAUQUELINIA CALIFORNICA ARIZONA ROSEWOOD	5 GAL./24
DODONEA VISCOSA HOP BUSH	5 GAL./19
ABELIA GRANDIFLORA-PROSTRATA GLOSSY ABELIA	5 GAL./7
CALLIANDRA CALIFORNICA BAJA RED FAIRY DUSTER	5 GAL./24
RUELLIA BRITTONIANA KATY RUELLIA	5 GAL./36
TECOMA STANS AZ YELLOW BELLS	5 GAL./70
MUHLENBERGIA RIGENS DWARF MULLE	5 GAL./55
ASCLEPIAS SUBULATA DESERT MILKWEED	5 GAL./7
SALVIA GREGGII AUTUMN SAGE	5 GAL./31
RUELLIA PENINSULARIS BAJA RUELLIA	5 GAL./21
NERIUM OLEANDER PETITE PINK OLEANDER	5 GAL./19
MUHLENBERGIA CAPILLARIS 'REGAL MIST'	5 GAL./38
HESPERALOE PARVIFLORA RED YUCCA	5 GAL./14
BOUGAINVILLEA SP. RED	15 GAL./19

GROUND COVERS/VINES

NAME

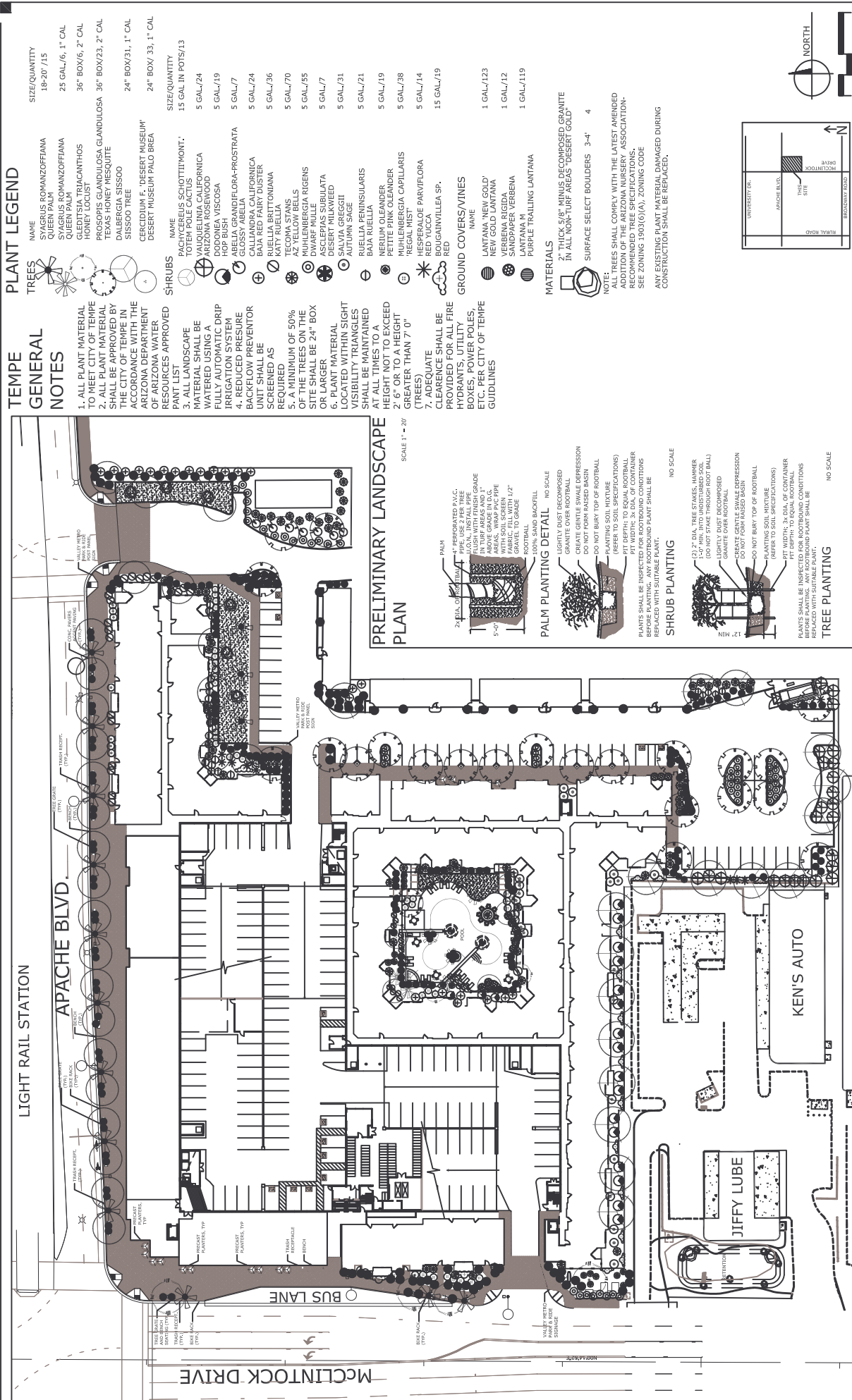
	LANTANA 'NEW GOLD' NEW GOLD LANTANA	1 GAL./123
	VERBENA RIGIDA SANDPAPER VERBENA	1 GAL./12
	LANTANA M PURPLE TRAILING LANTANA	1 GAL./119

MATERIALS



2" THICK 5/8" MINUS DECOMPOSED GRANITE
IN ALL NON-TURF AREAS "DESERT GOLD"

SURFACE SELECT BOULDERS 3-4' 4



PLANT LEGEND

TREES	NAME	SIZE/QUANTITY
	QUERCUS ROMANZOFFIANA	18" 20' /15
	QUEEN PALM	25 GAL/6, 1" CAL
	SYAGRUS ROMANZOFFIANA	36" BOX/6, 2" CAL
	GLEDTISIA TRICANTHOS	36" BOX/23, 2" CAL
	HONEY LOCUST	36" BOX/23, 2" CAL
	TEXAS HONEY MESQUITE	24" BOX/31, 1" CAL
	DALEGERIA SIESSOU	24" BOX/31, 1" CAL
	CERCIDUUM F. "DESERT MUSEUM"	24" BOX/31, 1" CAL
	DESERT MUSEUM PALO BREA	24" BOX/31, 1" CAL

SHRUBS	NAME	SIZE/QUANTITY
	PACHYRACERUS SCHOTTITMONT.	15 GAL IN POTS/13
	RUSSULA CACTUS	5 GAL/24
	ARIZONA ROSEWOOD	5 GAL/19
	DODONAEA VISCOSA	5 GAL/7
	HOP BUSH	5 GAL/24
	GLANDULOSA GLANDULOSA	5 GAL/36
	GLOSSY ABELIA	5 GAL/70
	CALLANDRA CALIFORNICA	5 GAL/55
	BAYA RED FAIRY DUSTER	5 GAL/7
	RUELLA BRITTONIANA	5 GAL/31
	TECUNA STANS	5 GAL/21
	AZ YELLOW BELLS	5 GAL/19
	MULHBERGIA RIGENS	5 GAL/38
	ASLERPAS SURULATA	5 GAL/14
	DESERT MILKWEED	15 GAL/19
	SALVIA GREGGII	
	AUTUMN SAGE	
	RUELLA PENINSULARIS	
	BAYA RUELLA	
	NETTLE PINE	
	RUELLA PENINSULARIS	
	MULHBERGIA CAPILLARIS	
	"REAL MIST"	
	HESPERALOE PARVIFLORA	
	RED YUCCA	
	BOUGAINVILLEA SP.	

GROUND COVERS/VINES

NAME	SIZE/QUANTITY
LANTANA "NEW GOLD"	1 GAL/123
VERBENA RIGIDA	1 GAL/12
SANDPAPER VERBENA	1 GAL/119
LANTANA M	
PURPLE TRAILING LANTANA	

MATERIALS

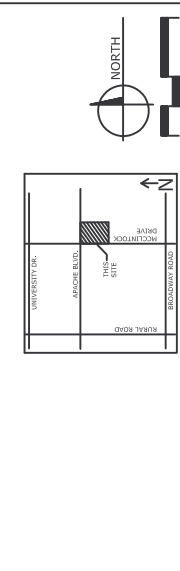
7" THICK 5/8" MINUS DECOMPOSED GRANITE	
IN ALL NON-TURF AREAS "DESERT GOLD"	
SURFACE SELECT BOULDERS 3'-4"	4

NOTES

ALL TREES SHALL COMPLY WITH THE LATEST AMENDED ADDITION OF THE ARIZONA NURSERY ASSOCIATION-RECOMMENDED TREE SPECIFICATIONS.

SEE ZONING 19016(A), ZONING CODE

ANY EXISTING PLANT MATERIAL DAMAGED DURING CONSTRUCTION SHALL BE REPLACED.



TEMPE GENERAL NOTES

1. ALL PLANT MATERIAL TO MEET CITY OF TEMPE REQUIREMENTS.

2. ALL PLANT MATERIAL SHALL BE APPROVED BY THE CITY OF TEMPE IN ACCORDANCE WITH THE ARIZONA DEPARTMENT OF WATER RESOURCES APPROVED PLANT LIST.

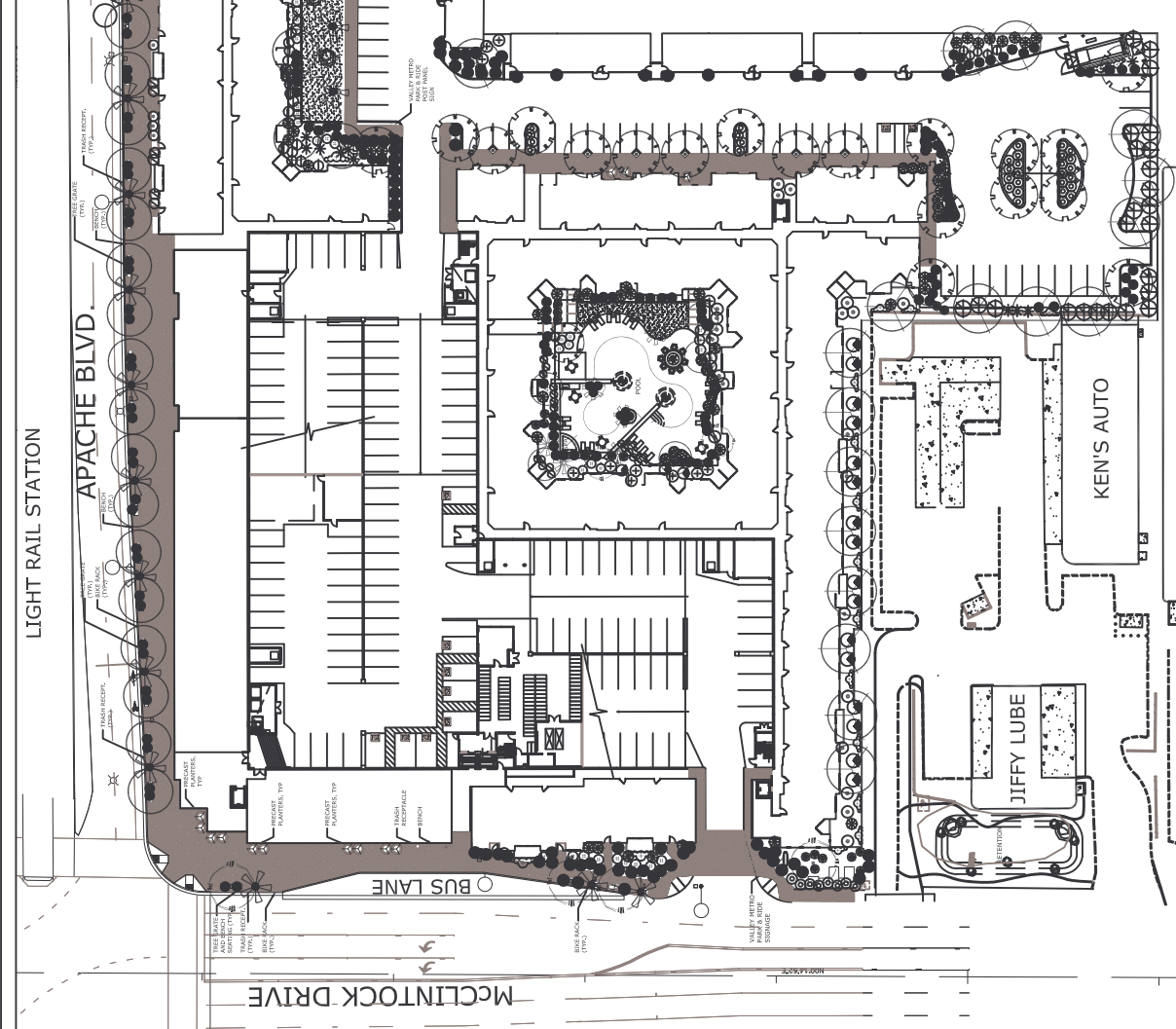
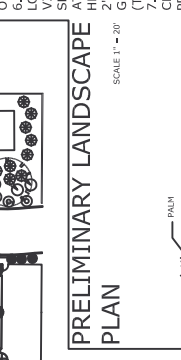
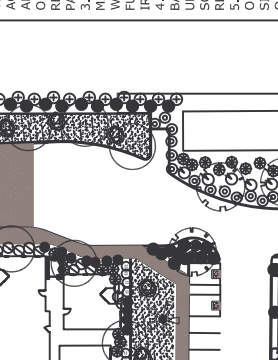
3. ALL LANDSCAPE MATERIAL SHALL BE FULLY AUTOMATIC DRIP IRRIGATION SYSTEM.

4. REDUCED PRESSURE BACKFLOW PREVENTOR UNIT SHALL BE REQUIRED.

5. A MINIMUM OF 50% OF THE TREES ON THE SITE SHALL BE 24" BOX OR LARGER.

6. PLANT MATERIAL LOCATED WITHIN SIGHT VISIBILITY TRIANGLES SHALL BE MAINTAINED AT ALL TIMES TO A HEIGHT NOT TO EXCEED 2' 6" OR TO A HEIGHT GREATER THAN 7' 0" (TREES).

7. ADEQUATE CLEARANCE SHALL BE PROVIDED FOR ALL FIRE HYDRANTS, UTILITY LINES, ETC. PER CITY OF TEMPE GUIDELINES.



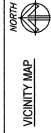
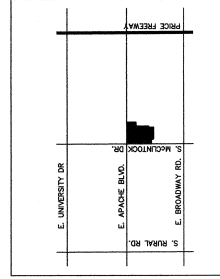
CONCEPTUAL GRADING & DRAINAGE PLAN

TEMPE TRANSIT SITE

TEMPE, ARIZONA

M Apache Boulevard

FOUND PG IN HANDHOLE
CENTER SEC. 24



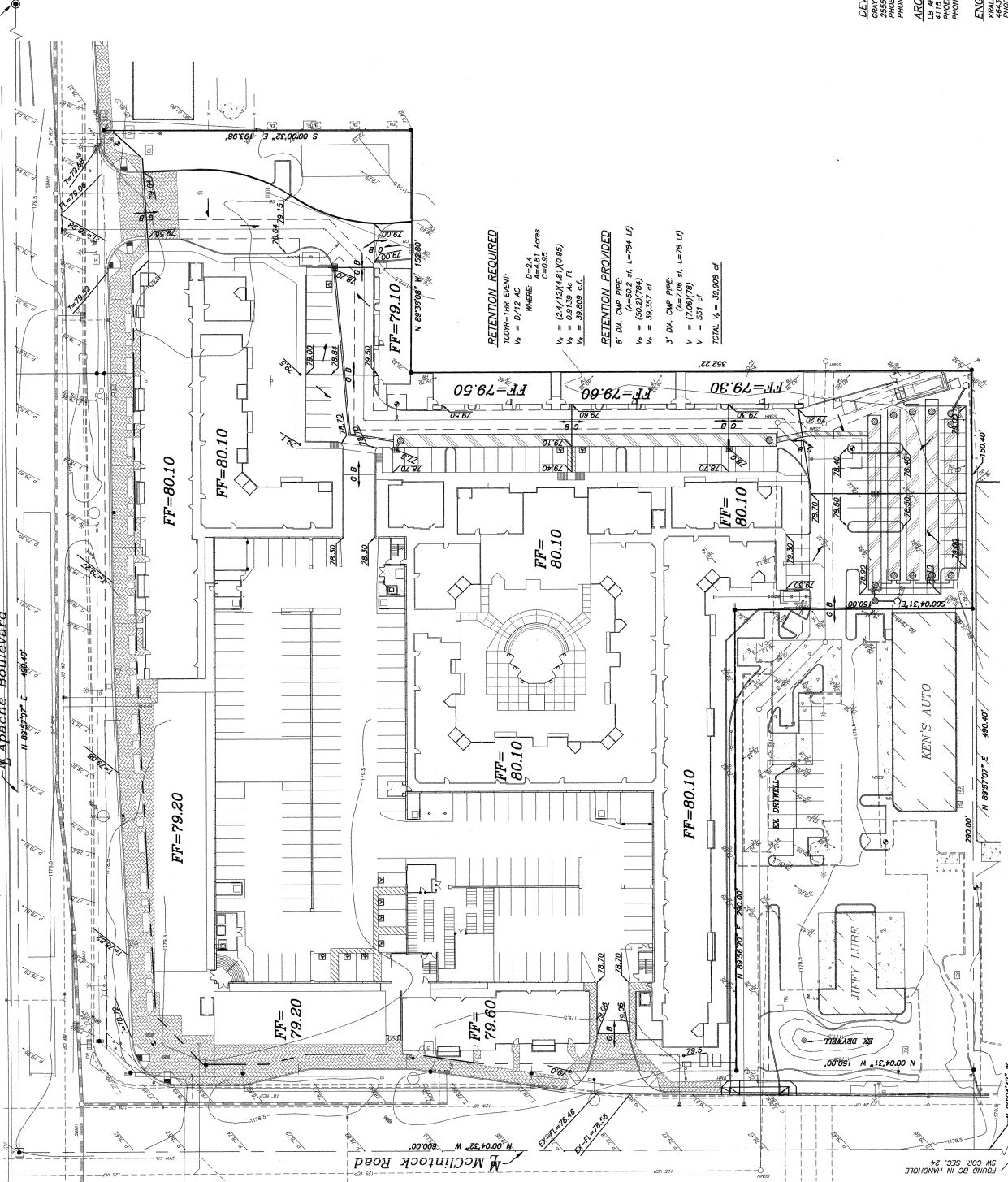
VICINITY MAP

NOTE:
THIS PLAN IS NOT FOR CONSTRUCTION
PURPOSES. ALL ELEVATIONS AND DESIGN
NOTATIONS ARE FOR INFORMATIONAL
PURPOSES ONLY AND MAY CHANGE AT TIME
OF FINAL DESIGN.



KRALI
civil engineering, inc.
Phoenix, Arizona 85018
Phone 602.285.9500
Fax 602.279.0590

McClintock Road



RETENTION REQUIRED
100% 1-HR EVENT
WHERE: $D=2.4$ Acres
 $V_R = 0.12$ AC
 $C=0.95$
 $V_R = (2.4/12)(4.81)(0.95)$
 $V_R = 0.9138$ AC FT
 $V_R = 39.609$ CF

RETENTION PROVIDED
8" DIA. CMP PIPE:
 $V_R = (0.2)(784)$
 $V_R = 39.357$ CF
3" DIA. CMP PIPE:
 $V_R = (7.00)(78)$
 $V_R = 551$ CF
TOTAL $V_R = 39.908$ CF

- LEGEND**
- FLOW ARROW
 - GRADE BREAK
 - EXIST. GRADE
 - PROP. SPOT GRADE
 - PROP. PAVT. GRADE
 - EXIST. CONTOUR
 - UNDERGROUND RETENTION PIPE
 - EXIST. ELECTRIC DEVICES
 - EXIST. ELEC. PULL BOX
 - EXIST. TELEPHONE BOX
 - EXIST. TRAFFIC CTRL. BOX
 - EXIST. TRAFFIC POLE
 - EXIST. ST. LIGHT
 - PROP. ST. LIGHT
 - EX. GAS VALVE
 - EXIST. SIGN
 - MANHOLE
 - PRIE HYDRANT
 - WATER VALVE
 - WATER METER
 - PRIE INLETS
 - MAXWELL PLUS DRYWELL
 - CATCH BASIN
 - EXIST. MAIL BOXES
 - TAPPING SLEEVE & VALVE



GRAPHIC SCALE
1 inch = 30' ft
(SEE KEY)

DEVELOPER
GRAY DEVELOPMENT GROUP
2555 E. CAMELBACK RD., #1050
PHOENIX, AZ 85016
PHONE (602) 954-0109

ARCHITECT
4150 W. BROADWAY, INC.
4150 W. BROADWAY, #150
PHOENIX, AZ 85015
PHONE (602) 266-4492

ENGINEER
KRALI CIVIL ENGINEERING, INC.
4643 E. THOMAS RD., SUITE 11
PHOENIX, AZ 85018
PHONE (602) 285-9900

CONCEPTUAL GRADING & DRAINAGE PLAN FOR:
TEMPE TRANSIT SITE
TEMPE, ARIZONA
Developer/Owner:
GRAY DEVELOPMENT GROUP
2555 E. CAMELBACK RD., SUITE 1050, PHOENIX, AZ 85016
PHONE: (602) 954-0109
FAX: (602)


REVISION	DATE	BY	CHKD	APP'D
1	07/22/07	07/22/07		
2	07/22/07	07/22/07		
3	07/22/07	07/22/07		
4	07/22/07	07/22/07		
5	07/22/07	07/22/07		
6	07/22/07	07/22/07		
7	07/22/07	07/22/07		
8	07/22/07	07/22/07		
9	07/22/07	07/22/07		
10	07/22/07	07/22/07		

Memorandum

Community Development Department



February 21, 2007

To: Ryan Levesque – Development Services --Planning
From: Heidi Graham – Community Development -- Redevelopment 
Re: Gray Development Park & Ride – 1811 E. Apache Blvd. (DS 060948)

The above-referenced project was presented in a site plan overview to APAC (Apache Boulevard Project Area Committee) members on February 12, 2007 by Brian Cassidy and Derek Cayton of the Gray Development Group.

The membership motioned to accept the site plan as proposed.

cc: Derek Cayton

April 17, 2007

Project: Tempe Transit Site
Location: Southeast corner of Apache Boulevard and McClintock Drive
(1811 East Apache Boulevard)

RE: **Tempe Transit Neighborhood Meeting Summary**

Organizer: Stephen W. Anderson (Gammage & Burnham PLLC)

Attendees: Derek Cayton (Gray Development Group)
Brian Cassidy (Gray Development Group)
Larry Russell (Gray Development Group)
Ken Olmstead (City of Tempe)

Neighborhood

Attendees: Fay Hoots (1812 East Apache Boulevard)
Carol McDaniels (1734 East Apache Boulevard)
Barb Panzica (1734 East Apache Boulevard)

Introduction

Gray Development Group ("GDG") with the assistance of Gammage & Burnham PLLC held a neighborhood meeting at the Escalante Community Center on February 28, 2007 at 6pm for the proposed mixed-used development consisting of approximately four hundred and seven (407)-residential units and twelve thousand, five hundred (12,500) square feet of ground floor commercial/retail that surround a six-story parking garage that will include the Valley Metro Park and Ride facility at the above mentioned location.

Topics of Discussion

GDG led the meeting with a power point presentation introducing the company, and various photos of GDG developed multi-family communities along with a conceptual development plan that consisted of the parking structure, commercial/retail, residential, and identifying the three hundred (300) designated parking and ride stalls for the future light rail users located near the intersection of Apache Boulevard and McClintock Drive.

As the result of the close proximity to the future light rail substation, the neighbors had various questions and comments about light rail, along with inquisitive questions about the development pertaining to the unit matrix, residential and retail availability, multi-family rental rates, building elevations, and construction timeline.

One notable comment in relation to the light rail and the Tempe Transit site dealt with the proposed Apache Boulevard driveway location. The neighbors were unaware that a traffic signal would be located in the vicinity of the Apache Boulevard driveway to accommodate safe traffic movements. Therefore, the group wanted additional information about light rail construction and GDG along with the assistance of Ken Olmstead (City of Tempe) informed them of the anticipated completion date of the light rail, as well as identifying pedestrian path of travel to reach the future light rail platform. In connection with the Tempe Transit development, a site plan lay-out of the three hundred (300) designated light rail stalls was presented and the neighbors were receptive with minimal comments in regards to the pedestrian and vehicular travel path.

The residential component of the development was acknowledged graciously by the neighbors. By the end of the meeting, they were well-versed in the unit matrix, the anticipated rental rates along with various rental comparables in the general vicinity. Site photos of other Gray Development projects was presented to provide a better visual understanding of the building elevation and advised the group to stop by Grigio TTL. The neighbors expressed a supporting interest in anticipation for the opening of this development and wanted to be kept informed of its opening. GDG obliged by providing the neighbors with business cards and to anticipate marketing signage in the near future.

The neighbors had one concern and that was with the overall construction that has taken place along Apache Boulevard due to the light rail. It was stated to the group that critical dates have been established with the City and Valley Metro for the development of this parcel and it is our intent to minimize obstruction to the flow of traffic along Apache and McClintock to the best of our capabilities. In our efforts, the construction sequencing will be to construct the parking garage, then commence constructing the residential and retail frontage along Apache and McClintock to have it near completion by the opening of the light rail.

Overall, the neighbors were very supportive of the proposed development and felt the use would revitalize the Apache Boulevard and encouraged redevelopment.

Escalante Community Center

PLEASE PRINT

[illegible]



EAST ELEVATION



WEST ELEVATION

NOTE:
REFER TO SHEET A220 FOR
BUILDING ELEVATION HEIGHTS.

MATERIALS & SURFACES:

STUCCO:

SAND PILEISH (for Popovers only)

FLAME RETARDANCE 01.5

MASONRY.
FLEX FINISHES M1.5

MASSUNT:

GROUND FACE MAJORITY UNIT
— 3 X 8 X 16 SOLID GROUND FACE CMU

—PRE-CAST CONCRETE - DETAILS BRACING,
BRACING, & BRACING

— 8 X 4 X 16 SOLID SURFACE ONLY
— 8 X 12 X 24 MONUMENTAL TRIMSTONE
— 8 X 12 X 24 MONUMENTAL TRIMSTONE

ROOF:
EIGHT ANGLE-IRON STUD CHAIRS
GROUND-FACE MASONRY UNITS

NOTE:
SWELLING DUE TO BUILDING

METAL(S):
RUBINIDE

Reference

There are no known or potential conflicts of interest between the project and other projects or activities in the project area.

File Name

BUILDING PLAN

WEST ELEVATION

1000

Ref.	Est. 1973-1977
1	1973-1977
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3	1973-1977
4	1973-1977
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99	1973-1977
100	1973-1977

Editor: _____
 Reviser: _____



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TEMPE TRANSIT SITE
SOUTHEAST CORNER OF APACHE AND MCCLINTOCK
another residential community by Gray Development Group

Gray Development Group
2555 East Camelback Road Suite 1050
Phoenix, Arizona 85016 602.954.0109



PARTIAL WEST ELEVATION

$$\frac{1}{10^2} = 1\%.$$

DUNN-EDWARDS FORMAL GRAY
DE 6382



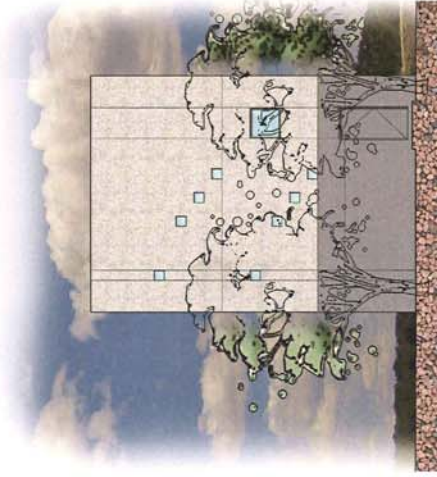
DUNN-EDWARDS REGENCY CREAM
DE 5325



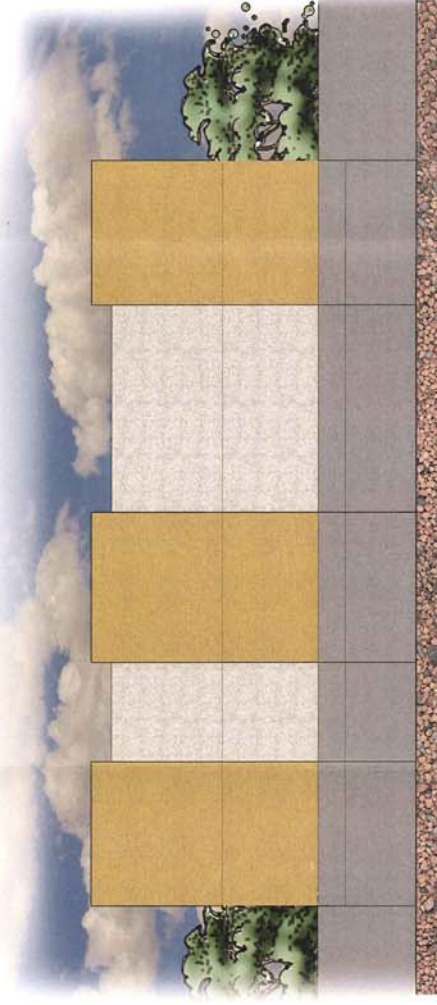
DUNN-EDWARDS BABIES BREATH
DEW 342



FRONT ELEVATION
3/16"=1'-0"



SIDE ELEVATIONS
3/16"=1'-0"



REAR ELEVATION
3/16"=1'-0"



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Date: 02.28.07
Revisions:

ARCHITECTURAL
SITE PLAN

A2.23